ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

ಸಂಪುಟ –೧೬೧ Volume - 161	ಬೆಂಗಳೂರು, ಸೋಮವಾರ, ೧೦, ಆಗಸ್ಟ್, ೨೦೨೬ (ಶ್ರಾವಣ, ೧೯, ಶಕವರ್ಷ, ೧೯೪೮) BENGALURU, MONDAY, 10, AUGUST, 2026 (SHRAVANA , 19, SHAKAVARSHA, 1948)	ಸಂಚಿಕೆ ೧೫೬ Issue 156

ಭಾಗ ೪

ಕೇಂದ್ರದ ವಿಧೇಯಕಗಳು ಮತ್ತು ಅವುಗಳ ಮೇಲೆ ಪರಿಶೀಲನಾ ಸಮಿತಿಯ ವರದಿಗಳು, ಕೇಂದ್ರದ ಅಧಿನಿಯಮಗಳು ಮತ್ತು ಅಧ್ಯಾದೇಶಗಳು, ಕೇಂದ್ರ ಸರ್ಕಾರದವರು ಹೊರಡಿಸಿದ ಸಾಮಾನ್ಯ ಶಾಸನಬದ್ಧ ನಿಯಮಗಳು ಮತ್ತು ಶಾಸನಬದ್ಧ ಆದೇಶಗಳು ಮತ್ತು ರಾಷ್ಟ್ರಪತಿಯವರಿಂದ ರಚಿತವಾಗಿ ರಾಜ್ಯ ಸರ್ಕಾರದವರಿಂದ ಪುನಃ ಪ್ರಕಟವಾದ ಆದೇಶಗಳು

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 26 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 30.07.2026.

ದಿನಾಂಕ: 06.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Use of Liquefied Gases or Other Low-Flashpoint Fuels) Rules, 2026ನ GSR 582(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 6th July, 2026

G.S.R. 582(E).— In exercise of the powers conferred by sub-section (1) and clauses (a) and (b) of sub-section (2) of section 130 of the Merchant Shipping Act, 2025 (24 of 2025), the Central Government hereby makes the following rules, namely:

1. Short title and commencement. -(1) These rules may be called the Merchant Shipping (Use of Liquefied Gases or Other Low-Flashpoint Fuels) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Application. – (1) Unless otherwise specified , these rules shall apply to the vessels for which the building contract is placed on or after the 1st January, 2017 or the keel is laid or is at a similar stage of construction on or after the 1st July, 2017 in the absence of a building contract or the delivery date is on or after the 1st January 2021.

Explanation.- For the purposes of this rule "delivery date", means the date referred to in the applicable rules made under the Act dealing with cargo vessel construction or passenger ship construction, as the case may be.

(2) The vessels which commence a conversion on or after the 1st January, 2017 to use low-flashpoint fuels or use additional or different low-flashpoint fuels other than those for which the vessel was originally certified, shall also be required to comply with the IGF Code in accordance with the regulation 56 of Chapter II-1 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS):

Provided that these rules shall not apply to any such vessel or sailing vessel the keel of which was laid before the 1st July, 2017 and the provisions of the International Code of the Construction and Equipment of Ships carrying Liquified Gases in Bulk Code (IGC Code) shall apply to such vessel or sailing vessel:

Provided further that the Director-General after the commencement of these rules, may require, the owner of any such vessel or sailing vessel, having regard to any structural changes made in such vessel or sailing vessel, to comply with any or all of the requirements specified in these rules, by way of order in writing.

3. Requirements of the IGF Code. – (1) Every vessel to which these rules apply shall comply with the provisions of the IGF Code:

Provided that subsequent amendments adopted to the IGF Code shall apply to vessels whose keels are laid or which are at a similar stage of construction on or after the effective date of such respective amendments, unless expressly provided otherwise.

(2) Upon completion of construction of vessels referred to in sub-rule (1), a surveyor appointed under section 8 of the Act or recognised organisation, shall issue a passenger ship safety certificate for passenger vessels and cargo ship safety construction certificate or cargo ship safety certificate, as the case may be, for cargo ships, indicating that the vessel complies with Part G of chapter II-1 of the convention.

4. Definitions. – (1) In these rules, unless the context otherwise requires, –

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "bunkering" means the transfer of liquid or gaseous fuel from land based or floating facilities into a vessels' permanent tanks or connection of portable tanks to the fuel supply system;

(c) "convention" means the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended;

(d) "fuel containment system" is the arrangement for the storage of fuel including tank connections and includes where fitted, a primary and secondary barrier, associated insulation any intervening spaces, adjacent structure if necessary for the support of these elements, and also if the secondary barrier is part of the hull structure it may be a boundary of the fuel storage hold space;

(e) "gas" means a fluid having a vapor pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C;

(f) "hazardous area" means an area in which an explosive gas atmosphere is or may be expected to be present, in quantities such as to require special precautions for the construction,

installation and use of equipment;

(g) "high pressure" means a maximum working pressure greater than 1.0 MPa;

(h) "IGF Code" means International Code of Safety for Ships using gases or other Low-flashpoint Fuels (IGF Code), as adopted by the International Maritime Organisation and made mandatory under the International Convention for the Safety of Life at Sea, as amended from time to time;

(i) "LEL" means the lower explosive limit;

(j) "LNG" means liquefied natural gas;

(k) "Loading limit (LL)" means the maximum allowable liquid volume relative to the tank volume to which the tank may be loaded;

(l)"Low-flashpoint fuel" means gaseous or liquid fuel having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of regulation 4 of Chapter II-1 of the convention;

(m) "Person in-charge" means the Person in-charge of the bunkering operation at the Bunkering source or on the ship;

(n) "recognised organisation" means a Classification Society or other body recognised by the Central Government for the purpose of performing statutory surveys, audits, inspections, approvals and certification functions on behalf of the Central Government;

(o) "risk" is an expression for the combination of the likelihood and the severity of the consequences;

(p) "unacceptable loss of power" means that it is not possible to sustain or restore normal operation of the propulsion machinery in the event of one of the essential auxiliaries becoming inoperative, in accordance with the regulation 26.3 of the Chapter II-1 of the convention;

(q) "zone" means the area in which an explosive gas atmosphere is likely to occur in normal operation called Zone 1 and area in which an explosive gas atmosphere is not likely to occur in normal operation and, if it does occur, is likely to do so only infrequently and shall exist for a short period only called Zone 2.

(2) The words and expressions used in these rules but not defined herein shall have the same meanings as respectively assigned to them in the Act, the IGF Code, and the applicable international conventions, as amended from time to time.

5. Design. – (1) Vessels to which these rules apply shall be designed in accordance with the applicable requirements of the IGF Code.

(2) Without prejudice to sub-rule (1), for all vessels constructed on or after the 1st January, 2026, airlocks shall be provided with self-closing gastight doors, spaced not less than 1.5 metres and not more than 2.5 metres apart, and shall be ventilated at a rate of not less than twelve air changes per hour, with over-pressure maintained relative to adjacent hazardous areas (air lock is a space enclosed by gas-tight bulkheads with gas-tight doors, bulkheads shall be spaced at least 1.5 m and not more than 2.5 m).

(3) Subject to the requirements of the International Convention on Load Lines, the sill height of the

door leading to the hazardous area shall not be less than 300 millimetres, as provided under regulation 5.12.1 of the IGF Code, as amended by MSC.551(108) and the doors shall be self-closing without any holding back arrangements.

(4) Ventilation ductwork passing through non-hazardous spaces shall conform to paragraph 9.8 of IGF Code and shall be constructed using approved non-combustible material with integral gas detection and alarm systems.

(5) Deck structures situated above fuel tanks on open deck shall be provided with thermal insulation so that the temperature rise on the opposite boundary does not exceed 180 °C within 30 minutes of fire exposure, in accordance with amended paragraph 6.7.3.1.1 of the IGF Code.

(6) In accordance with paragraph 6.7.1.1 of the IGF Code , a factor of F = 0.5 shall apply for tanks located above deck, and certification through type testing of the product shall be required to verify the insulation properties under fire conditions, wherein the calculation factor F shall be determined based on the fireproofing material, the thermal conductance of the insulation, and its stability under fire exposure.

(7) The design shall be approved by a surveyor appointed under section 8 of the Act or recognised organisation.

6. Construction. – (1) Vessels to which these rules apply shall be constructed in accordance with the applicable requirements of the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code).

(2) Construction shall be approved and supervised by a surveyor appointed under section 8 of the Act or recognised organisation.

(3) Upon completion of construction, the surveyor or recognised organisation, shall issue applicable safety construction certificate, indicating that the vessel complies with part G of chapter II-1 of the convention.

(4) Vent mast outlets for liquefied gas fuel tanks shall maintain a minimum hazardous zone radius of 6 m (Zone 1) and 4 m (Zone 2) from any air intake, open flame or sparking equipment. Pressure relief vent discharges may be led to other fuel tanks when permitted by the Director-General and fitted with non-return valves and flame screens and the requirements concerning the height of vent mast exits is specified under paragraph 6.7.2.7.3 of the IGF Code, which specify the applicable details.

(5) Any proposal for lowering the height of the vent mast shall be accompanied by a detailed technical justification, with specific reference to Hazardous Area Classification in accordance with the paragraph 12.5 of the IGF Code, and IEC 60092-502, Part 4.4 for approval of the Director-General.

7. Alternative design. - (1) Functional requirements for all appliances and arrangements related to the use of low-flashpoint fuels shall be in accordance with requirements set out in the IGF Code.

(2) Fuels, appliances and arrangements of low-flashpoint fuel systems may either-

(a) deviate from those set out in the IGF Code; or

(b) be designed for use of a fuel not specifically addressed in the IGF Code:

Provided that such fuels, appliances and arrangements can be used if they meet the intent of the goal and functional requirements concerned and provide an equivalent level of safety of the relevant chapters of the IGF Code.

(3) The equivalence of the alternative design shall be demonstrated as specified in the regulation 55 of Chapter II-1 of the convention and approved by surveyors or recognised organisations:

Provided that no operational method or procedure shall be permitted by the Director-General as an alternative to any fitting, material, appliance, apparatus, item of equipment or type thereof that is specified by the IGF Code.

8. Operating requirements. – (1) Each vessel to which these rules apply, shall carry on board a copy of the IGF Code or an its electronic version.

(2) Maintenance procedures and information for all gas related installations shall be available on board and shall include all areas and systems that may be subject to gas leaks and their associated hazards.

(3) Each vessel shall be provided with a suitably detailed fuel handling manual, to ensure that trained personnel can safely operate the fuel bunkering, storage, and transfer systems and the contents of this fuel handling manual are provided in sub-rule (4) of rule 9.

(4) Each vessel shall be provided with suitable emergency procedures, covering all aspects of the fuel handling systems.

(5) In addition, emergency procedures shall be in place to provide for the emergency shutdown of any equipment that has the potential to become hazardous under certain abnormal conditions.

(6) The failure of any single component of the fuel supply system shall not result in a complete loss of propulsion power.

(7) Systems shall be designed to allow partial reduction of power under safe conditions, in accordance with amended paragraph 9.3.1 of the IGF Code and for acceptance of any partial reduction in propulsion capability from normal operation, reference shall be made to the regulation 26.3, Chapter II-1 of the convention.

(8) Each liquefied gas fuel tank shall be provided with two independent level gauging devices and a high-level alarm system and at least one device shall be continuous reading type approved for cryogenic service, as specified in regulation 15.4.1 part A-1 of the IGF code, as per MSC.551 (108).

(9) Where only one liquid level gauge is fitted it shall be arranged so that it can be maintained in an operational condition without the need to empty or gas-free the tank.

(10) Liquefied gas fuel tank liquid level gauges shall include -

(a) indirect devices, which determine the amount of fuel by means such as weighing or in-line flow metering; or

(b) closed devices, which do not penetrate the liquefied gas fuel tank, such as devices using radio-isotopes or ultrasonic devices.

9. Bunkering operations. – (1) Before any bunkering operation commences, the master of the receiving vessel or their designated representative and the representative of the bunkering source persons in charge shall –

(a) agree in writing to the transfer procedure, including cooling down and if necessary, gassing up, the maximum transfer rate at all stages, and volume to be transferred;
(b) agree in writing action to be taken in an emergency; and
(c) complete and sign the bunkering safety checklist.

(2) The storage tanks for liquefied gas shall not be filled to more than a volume equivalent to 98 per cent. full at the reference temperature during the bunkering operations in accordance with paragraph 6.8.1 of the IGF Code.

(3) Upon completion of bunkering operations, the vessel's persons in charge (PIC) shall receive and sign a bunker delivery note for the fuel delivered, containing at least the information as specified in the Annexure to this rule, completed and signed by the bunkering source person in charge (PIC).

(4) The fuel handling manual required by sub-rule (3) of rule 8 shall be part of the vessel's safety management system and shall include the following, namely:-

(a) overall operation of the vessel from dry-dock to dry-dock, including procedures for system cool down and warm up, bunker loading and where appropriate, discharging, sampling, inerting and gas freeing;
(b) bunker temperature and pressure control, alarm and safety systems;
(c) system limitations, cool down rates, and maximum fuel storage tank temperatures prior to bunkering, including minimum fuel temperatures, maximum tank pressures, transfer rates, filling limits, and sloshing limitations;
(d) all bunkering manifolds on vessels constructed on or after 1 January 2026 shall comply with design pressure testing and electrical continuity in accordance with paragraph 8.4 of part A-1 of the IGF code as per MSC.551 (108).
(e) Each manifold shall be fitted with an emergency release coupling compatible with ISO 21593: 2019 (dry-disconnect type) and the requirement shall be defined to include type testing of dry-disconnect/connect couplings intended for LNG bunkering, in accordance with ISO 21593, as amended, and ISO 20519, as amended, for specification compliance;
(f) operation of inert gas systems;
(g) firefighting and emergency procedures, including the operation and maintenance of firefighting systems and the use of extinguishing agents;
(h) specific fuel properties and special equipment needed for the safe handling of the particular fuel;
(i) fixed and portable gas detection operation and maintenance of equipment;
(j) emergency shutdown and emergency release systems, where fitted;
(k) the proforma of the bunkering safety checklist, a copy of which is to be reviewed, completed, and signed during each bunkering operation; and
(l) a description of the procedural actions to be taken in an emergency situation, such as leakage, fire or potential fuel stratification resulting in rollover.

(5) Documentation of successful verification shall be indicated by the mutually agreed and

executed bunkering safety checklist signed by both persons in charge (PICs).

(6) Persons in charge (PICs) shall have direct and immediate communication with all personnel involved in the bunkering operation, and such communication shall be maintained between both persons in charge (PICs) at all times during the bunkering operations.

(7) Communication devices used in bunkering shall comply with recognised standards as provided in the IGF Code for such devices acceptable to the Director-General.

(8) The Ship–Shore Link or equivalent means to a bunkering source provided for automatic emergency shutdown (ESD) communications, shall be compatible with the receiving vessel and the delivering facility of emergency shutdown (ESD) system.

(9) Hoses, transfer arms, piping, and fittings provided by the delivering facility used for bunkering shall be electrically continuous, suitably insulated, and shall provide a level of safety compliance in accordance with recognised standards as provided in the IGF Code.

(10) Warning signs shall be posted at the access points to the bunkering area listing fire safety precautions during fuel transfer.

(11) During the transfer operations, personnel in the bunkering manifold area shall be limited to essential staff only and all staff engaged in duties or working in the vicinity of the operations shall wear appropriate Personal Protective Equipment (PPE).

(12) The failure to maintain the required aforementioned conditions for transfer shall be cause to stop operations, and transfer shall not be resumed until all required conditions are met.

10. Maintenance requirements. – (1) All maintenance and repair procedures shall include considerations for tank locations and adjacent spaces, taking into account the safe operation and other hazards that may be relevant to the vessel.

(2) An inspection or survey plan for the liquefied gas fuel containment system shall be developed and approved by the surveyor or recognised organisation.

(3) The inspection or survey plan shall identify aspects to be examined or validated during surveys throughout the life of the liquefied gas fuel containment system, it shall also identify any necessary in-service survey, maintenance and testing that was assumed when selecting liquefied gas fuel containment system design parameters and all in-service survey, maintenance and testing of the fuel containment system must be carried out in accordance with that plan.

(4) The procedures and information shall include maintenance of electrical equipment that is installed in explosion hazardous spaces andthe inspection and maintenance of electrical installations in explosion hazardous spaces shall be performed in accordance with recognised standards as provided in the IGF Code.

(5) An inspection or survey plan covering the fuel containment system shall be submitted and approved by the surveyor or a recognised organisation.

(6) The plan shall identify critical regions, inspection methods, service intervals and renewal tests, in line with paragraph 6.4.1.8 of the IGF Code.

11. Enclosed space entry. – (1) Under normal operational circumstances, personnel shall not enter fuel tanks, fuel storage hold spaces, void spaces, tank connection spaces, or other enclosed spaces where gas or flammable vapors may accumulate but personnel may enter these enclosed spaces only

if the gas content of the atmosphere in such spaces is determined by means of fixed or portable equipment to ensure oxygen sufficiency and absence of an explosive atmosphere.

(2) Personnel entering any space designated as a hazardous area shall not introduce any potential source of ignition into the space unless it has been certified gas-free and maintained in that condition.

12. Risk assessment. – (1) A Formal Safety Assessment (FSA) shall be conducted for each new fuel installation covering design, operation and maintenance risk.

(2) The assessment shall use recognised techniques such as hazard and operability study (HAZOP), fault tree analysis (FTA), or probabilistic risk assessment (PRA) (ISO 31010 / MSC.1/Circ.1627) and all risks with Residual Risk greater than or equal to "Moderate" must be mitigated by engineering controls.

(3) The approved risk analysis shall be attached to the vessel construction file and retained for the life of the vessel.

13. Drills and emergency exercises. – (1) Bunkering drills and emergency exercises for ships using liquefied gases or other low-flashpoint fuels shall be conducted at monthly intervals and included in the vessels drill planner.

(2) Gas-related emergency exercises shall include at least one joint table top drill per annum with port-authority participation covering bunkering incident scenarios, fuel leakage response, and integration of Ship–Shore Link communication (SSL) and reports of such drills shall be retained for audit.

14. Training. - (1) Companies shall ensure that seafarers on board the vessel using gases or other low- flashpoint fuels shall be qualified and certificated in accordance with the new training requirements as detailed in relevant circulars issued by the Director-General from time to time, subject to the IGF Code, having successfully completed approved training and provided evidence of meeting seagoing service and experience requirements and the training requirements for service on board liquefied gas tankers and completed training as mentioned in the relevant training circulars issued by the Director-General to attain the abilities that are appropriate according to the duties and responsibilities to be taken up, taking into account the provisions given in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) convention and Code, as amended, and hold an appropriate certificate.

(2) Personnel on vessels classified for use of hydrogen, ammonia or methanol as fuel shall complete training modules approved by the Director-General for each specific fuel category in accordance with the regulation 3 of Chapter V of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers and the International Maritime Organisation (IMO) Model Courses for Advanced Training on Alternative Fuel Operations.

(3) All training and certification requirements shall be specified by the Director-General in accordance with relevant International Maritime Organisation (IMO) Model Courses and other relevant circulars.

Annexure

[*See* rule 9 (3) **]**

LNG-BUNKER DELIVERY NOTE*

LNG AS FUEL FOR

VESSEL NAME:_____ IMO NO.:_____

Date of delivery: _____ Port _____

1. LNG-Properties

Methane number **	-	
Lower calorific (heating) value	MJ/kg	
Higher calorific (heating) value	MJ/kg	
Wobbe Indices Ws / Wi	MJ/m*	
Density	kg/m°	
Pressure	MPa (abs)	
LNG temperature delivered	°C	
LNG temperature in storage tank(s)	°C	
Pressure in storage tank(s)	MPa (abs)	

2. LNG-Composition

Methane, CH_4	% (kg/kg)	
Ethane, C_2H_8	% (kg/kg)	
Propane, C Hs	% (kg/kg)	
lsobutane, i C_4H_{10}	% (kg/kg)	
N-Butane, n C_4H_{10}	% (kg/kg)	
Pentane, C_5H_{12}	% (kg/kg)	
Hexane; C_8H_{14}	% (kg/kg)	
Heptane; C_7H_{18}	% (kg/kg)	
Nitrogen, N_2	% (kg/kg)	
Sulphur, S	% (kg/kg)	
negligible <5ppm hydrogen sulphide, hydrogen, ammonia, chlorine, fluorine, water		

3. Net Total delivered:_____t,_____MJ_____m^3
Net Liquid delivery:_____GJ

4. Signature(s):
Supplier Company Name, contact details: _____

Signature:_____Place/Port
date:_____ Receiver: _____

* The LNG properties and composition allow the operator to act in accordance with the known properties of the gas and any operational limitations linked to that.
** Preferably above 70 and referring to the used methane number calculation method in DIN EN 16726. This does not necessarily reflect the methane number that goes into the engine.

[F.No. SY-19014/199/2025-MG-Part (2)]
MUKESH MANGAL, Addl. Secy.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-39

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 27 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:30.07.2026.

ದಿನಾಂಕ: 06.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (International Fund for Compensation for Oil Pollution Damage) Rules, 2026ನ GSR 583(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 6th July, 2026

G.S.R. 583(E).—In exercise of the powers conferred by section 222 read with clause (a) of sub-section (1) of section 212, and sub-section (4) of section 216 of the Merchant Shipping Act, 2025 (24 of 2025) and in supersession of the Merchant Shipping (International Fund for Compensation for Oil Pollution Damage) Rules, 2008, except in respect of things done or omitted to be done before such supersession, the Central Government hereby makes the following rules, namely: –

1. Short title, commencement and application. — (1) These rules may be called the Merchant Shipping (International Fund for Compensation for Oil Pollution Damage) Rules, 2026.

(2) These rules shall come into force on the date of their publication in the Official Gazette.

(3) These rules shall apply to pollution damage caused in the territory of India, including the coastal waters, and to preventive measures, wherever taken, to prevent or minimise such pollution damage.

2. Definitions. — (1) In these rules, unless the context otherwise requires, -

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "form" means the form appended to these rules;

(c) "Fund Convention" means the International Convention on the establishment of an International Fund for Compensation for Oil Pollution Damage, 1992, as amended; and

(d) "tonnage" means the gross tonnage, which is calculated in accordance with the applicable rules made under the Act.

(2) The words and expressions used in these rules but not defined, but defined in the Act shall have the meanings respectively assigned to them in the Act.

3. Associated person. — For the purposes of clause (a) of sub-section (1) of section 212 of the Act, the term "associated person" shall include the following, namely:—

(a) a subsidiary company, as defined in sub-section (87) of section 2 of the Companies Act, 2013 (18 of 2013);

(b) a holding company, as defined in sub-section (46) of section 2 of the Companies Act, 2013 (18 of 2013);

(c) an entity which controls the contributor or is controlled by the contributor or is under common control with the contributor; and

Explanation. – For the purpose of clause (c), the term 'control' shall have the same meaning as assigned under sub-section (27) of section 2 of the Companies Act, 2013 (18 of 2013);

(d) a limited liability partnership in which the contributor has the right to appoint majority of the designated partners, where such designated partners, with specific exclusion to others, have control over all the policies of such limited liability partnerships.

4. Declaration by persons liable to contribute to the Fund. — Any person who is liable to contribute to the Fund as per the provisions of section 213 of the Act shall submit to the Director-General information specified in the Form annexed to these rules.

5. Furnishing of information pursuant to notice. — (1) Where any person liable to contribute to the Fund fails to furnish information required under rule 4 or otherwise, the Director-General shall issue a notice under sub-section (1) of section 217 of the Act to such person for furnishing information required under rule 4.

(2) The information referred to in sub-rule (1) shall be furnished within two weeks of the receipt of such notice, or within such further period as may be permitted in writing by the Director-General.

(3) Any person who refuses or wilfully neglects to comply with a notice or makes any false statement in contravention of this rule shall be liable to a penalty as specified in sub-section (2) of section 281 of the Act.

6. Obligation to report information to Fund. — The Director-General shall forward to the Fund information received under rule 4 or rule 5, as the case may be.

7. Units of accounts. — (1) The units of account referred to in the Fund Convention are the special drawing rights as defined by the International Monetary Fund.

(2) The units of account shall be converted into Indian rupees according to the official value in rupees of the special drawing rights as determined by the Reserve Bank of India on the date of the decision of the Assembly of the Fund as to the first date of payment of compensation.

FORM

[See rule 4]

REPORT TO THE IOPC FUNDS ON RECEIPTS OF CONTRIBUTING OIL

☐ 1992 Fund ☐ Supplementary Fund

Member State: _____ **Oil Year:** _____

_____ **Company Name**	☐ No Association ☐ Association with: _____
_____ **Invoice Contact Name**	_____ **Title**

OIL RECEIVER

_____

Street City Postal Code

_____

Phone Fax Email

_____

Oil Report Contact Name (if different) **Title**

_____

Street City Postal Code

_____

Phone Fax Email

OIL INFORMATION

Crude oil and heavy fuel oil. See notes for more information.

Received directly after carriage by sea _____ metric tones

Coastal movement within the same State _____ metric tones

Name of non-Member State(s)

_____ ☐ Pipeline ☐ Ground Transportation ☐ Others _____ metric tons

_____ ☐ Pipeline ☐ Ground Transportation ☐ Others _____ metric tons

Total Contributing Oil : _____ metric tons

Company Official **SIGNATURE** Government Official

Signature **Date**	**Signature** **Date**
Name & Title	**Name & Title**
Phone Fax	**Phone Fax**
Email	**Email**

For IOPC Funds' use only	CTR/	Checked	Date	Approved	Date

[F. No. SY-19014/192/2025-MG-Part(3)]

MUKESH MANGAL, Addl. Secy.

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KUMER CHAND MEENA
Digitally signed by KUMER CHAND MEENA
Date: 2026.07.10 15:44:48 +05'30'

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-40

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 28 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:30.07.2026.

ದಿನಾಂಕ: 06.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Seafarers' Identity Document) Rules, 2026ನ GSR 584(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 6th July, 2026

G.S.R. 584(E).— In exercise of the powers conferred by clauses (c) and (ze) of sub-section (2) of section 113 read with clause (c) of sub-section (1) of section 58 of the Merchant Shipping Act, 2025 (24 of 2025) and in supersession of the Merchant Shipping (Seafarers' Bio-metric Identity Document) Rules, 2016, except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following rules, namely: —

1. Short title and commencement. — (1) These rules may be called the Merchant Shipping (Seafarers' Identity Document) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Application. — Unless otherwise specified, these rules shall apply to, —

(a) any seafarer who is a citizen of India and in possession of a valid Indian continuous discharge certificate; and

(b) a seafarer who has been granted the status of permanent resident in India, if any, and such other person possessing such documents as may be notified by the Central Government.

3. Definitions. — (1) In these rules, unless the context otherwise requires, —

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "continuous discharge certificate" means a continuous discharge certificate issued in accordance with the applicable rules made under the Act;

(c) "convention" means the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185).

(d) "Form" means the Form annexed to these rules;

(e) "issuing authority" means shipping master as defined in clause (61) of section 3 of the Act;

(f) "Schedule" means the Schedule annexed to these rules;

(g) "seafarer's identity document" means a seafarer's identity document issued under these rules;

(h) "ship owner" means ship owner as defined in clause (c) of section 55 of the Act; and

(i) "seafarer's identity document e-module" means a web-based system set up and maintained by the Director-General for, —

(i) facilitating submission of applications for issuance, renewal and replacement of seafarer's identity document and facilitating other processes under these rules; and
(ii) preserving, retaining and granting access to secure electronic records relating to such applications and certificates.

(2) Words and expressions used in these rules and not defined, but defined in the Act shall have the same meanings respectively assigned to them in the Act.

4. Application for issuance of seafarer's identity document. — (1) An applicant desirous of obtaining seafarer's identity document shall apply in the Form-I through the seafarer's identity document e-module and pay the fee as specified in Schedule, to the issuing authority wherein the applicant shall select available dates and data collection centre of their choice.

(2) The applicant shall appear on the appointed date and time at the data collection centre, along with their continuous discharge certificate or such other documents notified by the Central Government under clause (b) of rule 2 and original passport.

(3) The verification officer in the office of the issuing authority shall verify the application with the continuous discharge certificate records available in the office of issuing authority in advance of the appointment date of the applicant.

(4) After collecting biometric data, the issuing authority shall print and issue the seafarer's identity document in Form-II through the seafarer's identity document e-module within thirty days from the date of application.

(5) The seafarer's identity document shall be dispatched to the address provided by the applicant in their application through speed post.

Provided that in urgent cases, the issuing authority may deliver the seafarer's identity document to the applicant in person, upon production of documentary proof of urgency or vessel joining requirements from the ship owner.

(6) In case the seafarer's identity document is returned undelivered to the office of the issuing authority, the applicant may collect the same in person from the office of the issuing authority with proper identification or documentation.

(7) In case an applicant does not receive the seafarer's identity document within a period of one year from the date of issuance, the issued seafarer's identity document shall be cancelled by the issuing authority.

(8) In case any of the criteria specified in rule 2 is not fulfilled, the issuing authority shall reject the application for issuance of seafarer's identity document.

(9) The seafarer's identity document shall remain in the holder's possession at all times, except when it is held for safe keeping by the master of the vessel concerned, with the holder's written consent.

5. Period of validity. — A seafarer's identity document issued under these rules shall be valid for a period of five years from the date of its issuance or renewal.

6. Renewal of seafarer's identity document. — (1) Where any seafarer is already in possession of a seafarer's identity document issued under the Merchant Shipping (Seafarers' Bio-metric Identity Document) Rules, 2016 having a validity period of ten years, such seafarer may apply for renewal after the first five years of its issuance for a further period up to five years at a time in Form-III accompanied by the continuous discharge certificate and pay the fee as specified in Schedule.

(2) Where a seafarer's identity document is issued under rule 4, any application for renewal of seafarer's identity document may be made within eighteen months prior to the date of expiry or at any time after the date of its expiry.

(3) A seafarer's identity document holder shall apply for renewal in Form-III, accompanied by the continuous discharge certificate or such other documents notified by the Central

Government under clause (b) of rule 2, through the seafarer's identity document e-module following the process in rule 4 and pay the fee as specified in Schedule.

7. Issuance of duplicate seafarer's identity document. — (1) Where a seafarer's identity document is lost in India, the seafarer's identity document holder may apply to the concerned issuing authority in Form-III through the seafarer's identity document e-module along with a copy of the police compliant and fee as specified in Schedule for issuance of a duplicate copy of seafarer's identity document.

(2) Where a seafarer's identity document is lost on-board vessel, the seafarer's identity document holder may apply to the concerned issuing authority in Form-III through the seafarer's identity document e-module along with the enquiry report, official logbook entries, and fee as specified in Schedule for the issuance of a duplicate copy of seafarer's identity document.

(3) Where a seafarer's identity document is lost under extraordinary circumstances and the logbook entry or other required documents are not available due to due circumstances which are beyond the control of the concerned seafarer's identity document holder or master of the vessel, the seafarer's identity document holder may apply to the concerned issuing authority in Form-III through the seafarer's identity document e-module along with the documentary evidence submitted by the Flag State or by the ship owner, and the fee as specified in Schedule for the issuance of a duplicate copy of seafarer's identity document.

(4) The seafarer's identity document number shall remain unchanged in the duplicate copy of the seafarer's identity document:

Provided that in case of loss of a certificate due to fire on board a vessel or due to any other marine peril, no such fee shall be charged.

8. Issuance of replacement seafarer's identity document. — (1) Where a seafarer's identity document is defaced, destroyed, lost, mutilated or torn, the holder may apply to the issuing authority in Form-III through the seafarer's identity document e-module for the issuance of a replacement seafarer's identity document along with a fee as specified in Schedule.

(2) An application for alteration or modification of any particulars in the existing seafarer's identity document shall be in Form-III through the seafarer's identity document e-module, accompanied by a valid passport and any other necessary documents issued by the Central Government or State Government.

(3) The applicant shall submit the existing seafarer's identity document prior to the issuance of the replacement seafarer's identity document.

(4) The seafarer's identity document number shall remain unchanged in the replacement seafarer's identity document.

9. Suspension, withdrawal or cancellation of a seafarer's identity document. — (1) The Director-General may, under sub-section (3) of section 98 of the Act, direct the issuing authority to withhold the seafarer's identity document for such period as may be specified in such direction.

(2) Where a seafarer is convicted of an offence under sub-section (1) of section 100 of the Act in case of smuggling of goods, the Director-General may direct the issuing authority that the seafarer's identity document of such seafarer be cancelled or suspended, as the case may be, for such period as may be specified in the direction.

(3) The seafarers' identity document shall be promptly withdrawn by the issuing authority if it is ascertained that the seafarer's identity document holder no longer meets the criteria specified in rule 2.

(4) In case of any report of death or disappearance of a seafarers' identity document holder, the seafarers' identity document may be cancelled by the concerned issuing authority.

(5) In case of cancellation of continuous discharge certificate, the seafarers' identity document shall be cancelled by the concerned issuing authority.

(6) Every order for cancellation, withdrawal or suspension shall be issued by way of a reasoned order in writing and sent by the issuing authority to the seafarer's identity document holder, all other issuing authorities in India and the Director-General.

(7) No order under this rule shall be passed unless the seafarer's identity document holder has been given an opportunity of being heard.

(8) A person whose seafarer's identity document is cancelled shall be debarred from applying for renewal of seafarer's identity document for such period as may be specified by the issuing authority in the order for cancellation.

10. Surrender of a seafarers' identity document. — (1) In case of permanent disablement, the seafarers' identity document holder shall surrender their seafarers' identity document to the issuing authority immediately upon the payment of compensation, after which the issuing authority shall cancel the same by way of endorsement and return such cancelled continuous discharge certificate to such person.

(2) If a seafarers' identity document holder wishes to discontinue the sea-going service and requests for cancellation of their seafarers' identity document, the holder shall surrender their seafarers' identity document to the issuing authority, after which the issuing authority shall cancel the same by way of endorsement and return such cancelled continuous discharge certificate to such person.

11. Recognition and facilitation of seafarers' identity document issued under the convention. — Subject to public health, public safety, public order or national security considerations, a valid seafarer's identity document possessed by a person, Indian or otherwise, issued in accordance with the convention shall be recognised for the purposes of entry, shore leave, transit and transfer.

12. Quality control and evaluations. — The Director-General shall ensure that seafarers' identity documents are issued through a secure and quality-controlled system in accordance with article 5 of the convention.

13. Fee. — (1) The fees payable under these rules shall be such as specified in Schedule or such other fees as the Central Government may, by notification, specify.

(2) Fees shall be payable to the issuing authority through the seafarer's identity document e-module.

14. Administrative appeal mechanism. — (1) Any person aggrieved by any order of the issuing authority under these rules, may, within a period of sixty days from the date of receipt of such order, prefer an appeal to the jurisdictional principal officer.

(2) The principal officer shall dispose of such appeal within a period of thirty days from the date of receipt of the appeal.

(3) No order shall be passed under this rule unless the parties have been given a reasonable opportunity of being heard.

(4) Every appeal made under this rule shall be accompanied by a copy of the order appealed against.

Schedule

Fees

[*See* rules 4(1), 6(1), 6(3), 7(1), 7(2), 7(3), 8(1), 13(1)]

Sr. No.	**Particulars**	**Amount in Indian rupees (INR)**
(1)	**(2)**	**(3)**
1	Application for issuance of seafarer's identity document.	3000/-
2	Application for renewal of seafarer's identity document.	3000/-
3	Application for duplicate seafarer's identity document.	3000/-
4	Application for replacement or alteration seafarer's identity document.	3000/-

FORM-I

[*See* sub-rule (1) of rule 4]

Application Form for seafarer's identity document

1. Application No.: (online system generated No.)
2. Fee details:
3. Indian National Database of Seafarer No.:
   Date of Issue:
4. Continuous discharge certificate No. or such documents as may be notified by the Central Government under clause (ii) of rule 2:
   Date of Issue:
   Date of expiry:
   Issuing Authority:
5. Name:
6. Father's name:
7. Sex:
8. Date of birth:
9. Place of birth:
10. Nationality:
11. E-mail address:
12. Mobile No.:
13. Height:
14. Identification Mark (if any):
15. Address:
    Street:
    Village or Post or Tehsil:
    District:
    Pin code:
    Phone No:
    Nearest Police Station:
16. Have you applied for a seafarer's identity document before:
17. Have you ever been at any time debarred from obtaining:
    a. Continuous discharge certificate:
    b. Seafarer's identity document:

Signature: ……. Date: …….

Declaration

1. I hereby declare that all the statements made in this application are true and complete to the best of my knowledge and belief and nothing has been concealed or distorted.
2. I also affirm and declare that I have not previously been issued with seafarers' identity document and I have not submitted an application for seafarers' identity document to any other issuing authority in India.
3. I am aware that if any time I am found to have concealed or distorted any material in formation and the issuing authority has reason to believe that I have obtained the seafarers' identity document by presenting false or erroneous information, my seafarers' identity document will be cancelled, withheld or suspended forthwith as per the provisions contained in the Merchant Shipping (Seafarers' Identify Document) Rules, 2026.

Place:…… Signature of the applicant ……

Date: ..... Name of the applicant .....

FORM-II

[*See* sub-rule (4) of rule 4]

Form of issuance of seafarer's identity document

FRONT

Photo

Name ……

Nationality ……. **Sex** ……. **Date of Birth** ……

Place of Birth ……

Identifying Characteristics ……

Document No. …… **Date of Issue** …….

Date of Expiry …… **Place of Issue** ……

Signature ……

BACK

This document is a seafarer's identity document for the purpose of the Seafarers' Identity Document Convention (Revised), 2003, of the International Labour Organisation. This document is a stand-alone document and not a passport.

Mumbai

Issuing authority contact details

Phone no: URL: www.dgshipping.gov.in

XXXXXXXX<<<<<<<<<<<<<XXXXXXXXIND<<<<<NAME<<SURNAME<<<<<<<<

FORM-III

(*See* rules 6, 7 and 8)

Application form for the issuance of renewal or duplicate or replacement of seafarer's identity document

1. Application No.: (online system-generated No.)
2. Application for:
    a. Renewal of seafarer's identity document:
    b. Duplicate seafarer's identity document:
    c. Replacement seafarer's identity document:
3. Fee details:
4. Indian National Database of Seafarer No.

Date of issue

5. Continuous discharge certificate No. or such documents as may be notified by the Central Government under clause (ii) of rule 2:

Date of Issue:

Date of expiry:

Issuing Authority:

6. Seafarer's identity document No.:

Date of issue:

Date of expiry:

Issuing Authority:

7. Name:

8. Have you ever been at any time debarred from obtaining-
    a. Continuous discharge certificate:
    b. Seafarer's identity document :
9. Has your seafarer's identity document been cancelled or withdrawn or suspended under these rules:
10. Details of modification of any particulars in your seafarer's identity document:
11. Whether your seafarer's identity document is:
    a. defaced:
    b. destroyed:
    c. lost:
    d. mutilated:
    e. torn:
12. In case of seafarer's identity document is lost (as may be applicable):
    a. Complaint No.:
    Date:
    Police Station:
    b. Enquiry report:
    c. Official logbook entry:
    d. Documentary evidence submitted by the flag State or by the ship owner:

Signature : ..... Date: .....

Declaration

1. I hereby declare that all the statements made in this application are true and complete to the best of my knowledge and belief and nothing has been concealed or distorted.
2. I also affirm and declare that I have not submitted an application for seafarer's identity document to any other issuing authority in India.
3. I am aware that if any time I am found to have concealed or distorted any material information and the issuing authority has reason to believe that I have obtained the seafarer's identity document by presenting false or erroneous information, my seafarer's identity document will be cancelled, withheld or suspended forthwith as per the provisions contained in the Merchant Shipping (Seafarers' Identity Document) Rules, 2026.

Place:……. Signature of the applicant……..

Date:…….. Name of the applicant……

[F.No. SY-19014/197/2025-MG-Part(1)]

MUKESH MANGAL, Addl. Secy.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
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ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-41

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 29 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:30.07.2026.

ದಿನಾಂಕ: 07.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Prevention of Air Pollution from Vessels) Rules, 2026ನ GSR 586(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 07th July, 2026

G.S.R. 586(E). —In exercise of the powers conferred by section 143 read with section 131, sub-sections (2), (4) and (5) of section 133, section 134, sub-section (2) of section 135, section 136 and section 140 and sub-section (1) of section 142 of the Merchant Shipping Act, 2025 (24 of 2025), the Central Government hereby makes the following rules, namely:-

CHAPTER I

PRELIMINARY

1. **Short title and commencement**. — (1) These rules may be called the Merchant Shipping (Prevention of Air Pollution from Vessels) Rules, 2026.

   (2) They shall come into force on the date of their publication in the Official Gazette.

2. **Application**. — (1) The provisions of these rules shall apply in accordance with the provisions of section 131 of the Act.

   (2) The vessels to which these rules apply shall comply with the requirements specified in the Schedules annexed to these rules.

3. **Definitions. —** (1) In these rules, unless the context otherwise requires,—

   (a) *"*a similar stage of construction*"* means the stage at which -

   (i) construction identifiable with a specific vessel begins; and

   (ii) assembly of that vessel has commenced comprising at least fifty tons or one per cent. of the estimated mass of all structural material, whichever is less;

   (b) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

   (c) "administration" means the Director-General for Indian vessels and with respect to a vessel entitled to fly a flag of another State means the government of that State;

   (d) *"*Annex I" means Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), as amended from time to time;

   (e) "Annex II" means Annex II to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), as amended from time to time;

   (f) "Annex VI" means Annex VI to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), as amended from time to time;

(g) "anniversary date" means the day and the month of each year that will correspond to the date of expiry of the International Air Pollution Prevention Certificate or Indian Air Pollution Prevention Certificate, as the case may be;

(h) "attained annual operational CII" means the operational carbon intensity indicator value achieved by an individual vessel in accordance with paragraph 12 and 14 of First Schedule annexed to these rules;

(i) "attained EEDI" means the EEDI value achieved by an individual vessel in accordance with paragraph 8 of First Schedule annexed to these rules;

(j) "attained EEXI" means the EEXI value achieved by an individual vessel in accordance with paragraph 9 of First Schedule annexed to these rules;

(k) "auxiliary control device" means a system, function or control strategy installed on a marine diesel engine that is used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure, or that is used to facilitate the starting of the engine and it may also be a strategy or measure that has been satisfactorily demonstrated not to be a defeat device;

(l) "bulk carrier" means a vessel which is intended primarily to carry dry cargo in bulk, including such types as ore carriers as defined in International Convention for the Safety of Life at Sea (SOLAS), 1974 chapter XII, regulation 1, but excluding combination carriers;

(m) "calendar year" means the period from 1 January to 31 December of a year, inclusive;

(n) "combination carrier" means a vessel designed to load one hundred percent deadweight with both liquid and dry cargo in bulk;

(o) "company" means the owner of the vessel or any other organisation or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the vessel from the owner of the vessel and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Management Code for the Safe Operation of Ships and for Pollution Prevention, as amended;

(p) "containership" means a vessel designed exclusively for the carriage of containers in holds and on deck;

(q) "convention" means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), as amended from time to time;

(r) "cruise passenger vessel" means a passenger vessel not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage;

(s) "defeat device" means a device that measures, senses or responds to operating variables such as engine speed, temperature, intake pressure or any other parameter, for the purpose of activating, modulating, delaying or deactivating the operation of any component or the function of the emission control system such that the effectiveness of the emission control system is reduced under conditions encountered during normal operation, unless the use of such a device is substantially included in the applied emission certification test procedures;

(t) "deliberate emissions" include emissions occurring in the course of maintaining, servicing, repairing or disposing of systems or equipment, except that deliberate emissions do not include minimal releases associated with the recapture or recycling of an ozone-depleting substance;

(u) "distance travelled" means distance travelled over ground;

(v) **"**electronic record book" means a device or system, approved by the Central Government, used to electronically record the required entries for discharges, transfers and other operations as required under these rules in lieu of a hard copy record book taking into account the guidelines for the use of electronic record books under International Convention for the Prevention of Pollution from Ships, 1973, adopted by resolution MEPC. 312 (74), as may be amended by the International Maritime Organization;

(w) "emission*"* means any release of substances, subject to control by these rules, from vessel into the atmosphere or sea;

(x) *"*emission control area*"* means an area where the adoption of special mandatory measures for emissions from vessels is required to prevent, reduce and control air pollution from NO_x or SO_X and particulate matter or all three types of emissions and their attendant adverse impacts on human health and the environment and shall include those listed or designated under paragraphs 2 and 3 of the First Schedule;

(y) *"*existing vessel*"* means a vessel which is not a new vessel;

(z) *"*fuel oil" means any fuel delivered to and intended for use on board a vessel;

(aa) "gas carrier" means a cargo vessel, other than a liquefied natural gas carrier constructed or adapted and used for the carriage in bulk of any liquefied gas;

(bb) "gas fuel" means a fuel oil with a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C;

(cc) "general cargo vessel" means a vessel with a multi-deck or single deck hull designed primarily for the carriage of general cargo and excludes specialised dry cargo vessels, which are not included in the calculation of reference lines for general cargo vessels, such as livestock carrier, barge carrier, heavy load carrier, yacht carrier, nuclear fuel carrier;

(dd) "gross tonnage" means the gross tonnage calculated in accordance with the applicable rules made under the Act;

(ee) "in-use sample" means a sample of fuel oil in use on a vessel;

(ff) "installations" in relation to paragraph 1 of the First Schedule to these rules means the installation of systems, equipment including portable fire-extinguishing units, insulation, or other material on a vessel, but excludes the repair or recharge of previously installed systems, equipment, insulation, or other material, or the recharge of portable fire-extinguishing units;

(gg) "installed" means a marine diesel engine that is or is intended to be fitted on a vessel, including a portable auxiliary marine diesel engine, only if its fuelling, cooling, or exhaust system is an integral part of the vessel.

Explanation.— For the purposes of this clause,—

(i) a fuelling system is considered integral to the vessel only if it is permanently affixed to the vessel;

(ii) "installed" also includes a marine diesel engine that is used to supplement or augment the installed power capacity of the vessel and is intended to be an integral part of the vessel;

(hh) "irrational emission control strategy" means any strategy or measure that, when the vessel is operated under normal conditions of use, reduces the effectiveness of an emission control system to a level below that expected on the applicable emission test procedures;

(ii) "liquefied natural gas carrier" means a cargo vessel constructed or adapted and used for the carriage in bulk of liquefied natural gas;

(jj) "low-flashpoint fuel" means gaseous or liquid fuel oil having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of regulation 4 of chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended;

(kk) "major conversion" means a conversion of a vessel—

(i) which substantially alters the dimensions, carrying capacity or engine power of the vessel; or

(ii) which changes the type of the vessel; or

(iii) the intent of which in the opinion of the Central Government is substantially to prolong the life of the vessel; or

(iv) which otherwise so alters the vessel that, if it were a new vessel, it would become subject to relevant provisions of the present rules, not applicable to it as an existing vessel; or

(v) which substantially alters the energy efficiency of the vessel and includes any modifications that could cause the vessel to exceed

the applicable required EEDI as set out in paragraph 10 or the applicable required EEXI as set out in paragraph 11 of the First Schedule to these rules;

(ll) *"*marine diesel engine*"* means any reciprocating internal combustion engine operating on liquid or dual fuel, to which paragraph 2 of the First Schedule to these rules applies, including booster or compound systems, if applied.

Explanation.— For the purpose of this clause, a gas fuelled engine installed on a vessel constructed on or after 1st day of March, 2016 or a gas fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine;

(mm) "MARPOL delivered sample" means the sample of fuel oil delivered in accordance with sub-paragraph (8) of paragraph 6 of First Schedule to these rules;

(nn) "new vessel" means a vessel —

(i) for which the building contract is placed on or after 1st day of January, 2013; or

(ii) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1st day of July, 2013; or

(iii) the delivery of which is on or after 1st day of July, 2015;

(oo) *"*non-conventional propulsion*"* means a method of propulsion, other than conventional propulsion, including diesel-electric propulsion, turbine propulsion, and hybrid propulsion systems.

Explanation.— For the purpose of this clause, **"**conventional propulsion" means a method of propulsion where any main reciprocating internal combustion engine is the prime mover and coupled to a propulsion shaft either directly or through a gear box;

(pp) "non-party" means a State which is not a party to the Convention;

(qq) "NO_x Technical Code" means the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines adopted by resolution 2 of the 1997 MARPOL conference, as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the convention;

(rr) "onboard sample means" a sample of fuel oil intended to be used or carried for use on board that vessel;

(ss) *"*organisation" means the International Maritime Organization;

(tt) "ozone-depleting substances*"* means controlled substances defined in paragraph (4) of article 1 of the Montreal Protocol on Substances that Deplete the Ozone Layer,

1987, listed in Annexes A, B, C or E to the said Protocol, and that may be found on board vessel including, —

(i)	Halon 1211	Bromochlorodifluoromethane;
(ii)	Halon 1301	Bromotrifluoromethane;
(iii)	Halon 2402	1, 2-Dibromo -1, 1, 2, 2-tetraflouroethane (also known as Halon 114B2);
(iv)	CFC-11	Trichlorofluoromethane;
(v)	CFC-12	Dichlorodifluoromethane;
(vi)	CFC-113	1, 1, 2 – Trichloro – 1, 2, 2 – trifluoroethane;
(vii)	CFC-114	1, 2 – Dichloro –1, 1, 2, 2 – tetrafluoroethane;
(viii)	CFC-115	Chloropentafluoroethan;

(uu) "party" means a State which has become a party to Annex VI by signing and ratifying either instrument or by acceding to it;

(vv) "Polar Code" means the International Code for Ships Operating in Polar Waters, consisting of an introduction, parts I-A and II-A and parts I-B and II-B, adopted by resolutions MSC.385(94) and MEPC.264(68), as may be amended:

Provided that—

(i) amendments to the environment-related provisions of the introduction and chapter 1 of part II-A of the Polar Code are adopted, brought into force and take effect in accordance with the provisions of article 16 of the convention concerning the amendment procedures applicable to an appendix to an annex; and

(ii) amendments to part II-B of the Polar Code are adopted by the Marine Environment Protection Committee in accordance with its Rules of Procedure;

(ww) "recognised organisation" means a classification society or other body recognised by the Central Government for the purpose of performing statutory surveys, audits, inspections, approvals and certification functions on behalf of the Central Government;

(xx) "refrigerated cargo carrier" means a vessel designed exclusively for the carriage of refrigerated cargoes in holds;

(yy) "required annual operational CII" means the target value of attained annual operational CII in accordance with paragraphs 12 and 14 of the First Schedule to these rules for the specific vessel type and size;

(zz) "required EEDI" means the maximum value of attained Energy Efficiency Design Index that is allowed by paragraph 10 of the First Schedule to these rules for the specific vessel type and size;

(aaa) "required EEXI" means the maximum value of attained EEXI that is allowed by paragraph 11 of the First Schedule to these rules for the specific vessel type and size;

(bbb) "ro-ro cargo vessel" means a vessel designed for the carriage of roll-on-roll-off cargo transportation units;

(ccc) "ro-ro cargo vessel (vehicle carrier)" means a multi deck roll-on-roll-off cargo vessel designed for the carriage of empty cars and trucks;

(ddd) "ro-ro passenger vessel" means a passenger vessel with roll-on-roll-off cargo spaces;

(eee) "schedule" means the schedule appended to these rules which comprises of the requirements of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as amended from time to time;

(fff) "shipboard incineration" means the incineration of wastes or other matter on board a vessel, if such wastes or other matter were generated during the normal operation of that vessel;

*(ggg) "*shipboard incinerator*"* means a shipboard facility designed for the primary purpose of incineration;

(hhh) "sludge oil" means sludge from the fuel oil or lubricating oil separators, waste lubricating oil from main or auxiliary machinery, or waste oil from bilge water separators, oil filtering equipment or drip trays;

(iii) "sulphur content of fuel oil" means the concentration of Sulphur in a fuel oil, measured in % m/m as tested in accordance with a standard ISO 8754:2003 Petroleum products – Determination of sulphur content – Energy-dispersive X-ray fluorescence spectrometry or equivalents;

*(jjj) "*tanker*"* means an oil tanker as defined in regulation 1 of Annex I of the convention or a chemical tanker as defined in regulation 1 of Annex II of the convention;

(kkk) "Unmanned non-self-propelled (UNSP) barge" means a barge that —

(a) is not propelled by mechanical means;

(b) has no system, equipment and/or machinery fitted that may generate emissions regulated by these rules; and

(c) has neither persons nor living animals on board;

*(*lll*) "*vessels constructed*"* means vessels the keels of which are laid or that are at a similar stage of construction;

(mmm) "vessel delivered on or after 1 September 2019" means a vessel—

(a) for which the building contract is placed on or after 1 September 2015; or

(b) in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after 1 March 2016; or

(c) the delivery of which is on or after 1 September 2019.

(2) Words and expressions used and not defined herein but defined in the Act shall have the meanings respectively assigned to them in the Act.

4. Exceptions and Exemptions.—(1) The provisions of these rules shall not apply to—

(a) any emission necessary for the purpose of securing the safety of a ship or saving life at sea; or

(b) any emission resulting from damage to a vessel or its equipment:

Provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the emission for the purpose of preventing or minimising the emission, and except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result.

(2) The Director-General may, in co-operation with any other Administration as appropriate, issue an exemption from specific provisions of these rules for a vessel to conduct trials for the development of vessel emission reduction and control technologies and engine design programmes:

Provided that such an exemption shall only be provided if the applications of specific provisions of these rules or the revised NO_x Technical Code 2008 could impede research into the development of such technologies or programmes:

Provided further that a permit issued under these rules shall not exempt a vessel from the reporting requirement under paragraph 13 of the First Schedule to these rules and shall not alter the type and scope of data required to be reported under the same:

Provided also that a permit for such an exemption shall only be provided to the minimum number of vessels necessary and shall be subject to the following provisions, namely:—

(a) for marine diesel engines with a per cylinder displacement up to 30 litres, the duration of the sea trial shall not exceed eighteen months, and where additional time is required, the Director-General may permit a renewal for one additional eighteen months period from the date of its expiry; or

(b) for marine diesel engines with a per cylinder displacement at or above 30 litres, the duration of the vessel trial shall not exceed five years and shall require a progress review by the Director-General at each intermediate survey;

(c) a permit issued under clause (a) may be withdrawn based on such review if the testing has not adhered to the conditions of the permit or if it is determined that the technology or programme is not likely to produce effective results in the reduction and control of vessel emissions;

(d) Where the Director-General determines that additional time is required to conduct a test of a particular technology or programme, a permit issued under clause (a) may

be renewed for an additional time- period not exceeding five years from the date of its expiry.

(3) Emissions directly arising from the exploration, exploitation and associated offshore processing of sea-bed mineral resources are exempted from the provisions of these rules, and include the following matters, namely:—

(a) emissions resulting from the incineration of substances that are solely and directly the result of exploration, exploitation and associated offshore processing of sea-bed mineral resources, including the flaring of hydrocarbons and the burning of cuttings, muds, or stimulation fluids during well completion and testing operations, and flaring arising from upset conditions;

(b) the release of gases and volatile compounds entrained in drilling fluids and cuttings;

(c) emissions associated solely and directly with the treatment, handling, or storage of sea-bed minerals; and

(d) emissions from marine diesel engines that are solely dedicated to the exploration, exploitation and associated offshore processing of sea-bed mineral resources.

(4) The requirements of paragraph 6 of the First Schedule to these rules shall not apply to the use of hydrocarbons that are produced and subsequently used on site as fuel, when approved by the Director-General.

(5) The Director-General may exempt an Unmanned Non-Self-Propelled (UNSP) barge from the requirements of sub-rule (1) of rule 6, sub-rule (1) of rule 7 and sub-rule (1) of rule 8 by means of an International Air Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled (UNSP) Barges, for a period not exceeding five years provided that the barge has undergone a survey to confirm that conditions referred to in clause (kkk) of sub-rule (1) of rule 3 are met.

(6) The Director-General may, by order, grant an exemption from all or any of the provisions of these rules, on an application made to the Director-General, on a case-to-case basis, in respect of any vessel or class of vessels, subject to such terms and conditions as may be specified. Any exemption so granted may be modified or revoked after giving reasonable notice.

5. Equivalents.— (1) The Director-General may allow any fitting, material, appliance or apparatus to be fitted in a vessel or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by these rules if such fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods are at least as effective in terms of emissions reductions as that required by these rules, including any of the standards set forth in paragraphs 2 and 3 of the First Schedule.

(2) The Director-General, when allowing a fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by these rules, shall communicate to the organisation for circulation to the parties' particulars thereof, for their information and appropriate action, if any.

(3) The Director-General shall take into account relevant guidelines developed by the organisation pertaining to the equivalents provided for in these rules.

Explanation. — For the purpose of this sub-rule, "guidelines developed by the organisation" means the guidelines for Exhaust Gas Cleaning System via MEPC 340(77) as may be amended by the organisation.

(4) The Director-General, when allowing the use of an equivalent under sub-rule (1) shall endeavour not to impair or damage its environment, human health, property, or resources or those of other States.

CHAPTER II

SURVEY, CERTIFICATION AND MEANS OF CONTROL

6. Surveys.— (1) Every vessel of 400 gross tonnage and above and every fixed and floating drilling rig and other platforms shall, to ensure compliance with the requirements of Part I of First Schedule, be subject to the following surveys, namely:—

(a) an initial survey before the vessel is put into service or before the certificate required under rules 7 or 8, as the case may be, is issued for the first time, which shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of Part I of the First Schedule;

(b) a renewal survey at such intervals as may be specified by the Director-General, but not exceeding five years, except in case of the applicability of sub-rules (2), (5), (6) or (7) of rule 11, and which shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with applicable requirements of Part I of First Schedule;

(c) an intermediate survey within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate, which shall fulfil the following conditions, namely:—

(i) an intermediate survey shall take the place of one of the annual surveys specified in clause (d); and

(ii) the intermediate survey shall be such as to ensure that the equipment and arrangements fully comply with the applicable requirements of Part I of the First Schedule and are in good working order; and

(iii) such intermediate survey shall be endorsed on the International Air Pollution Prevention Certificate issued under rules 8 or 9 or on the Indian

Air Pollution Prevention Certificate issued under rule 7, as the case may be;

(d) an annual survey within three months before or after each anniversary date of the certificate, including a general inspection of the equipment, systems, fittings, arrangements and material referred to in clause (a) of sub-rule (1) to ensure that they have been maintained in accordance with sub-rule (5) and that they remain satisfactory for the service for which the vessel is intended, and which shall be endorsed on the International Air Pollution Prevention Certificate issued under rules 8 or 9 or on the Indian Air Pollution Prevention Certificate issued under rule 7, as the case may be; and

(e) an additional survey, either general or partial, according to the circumstances, shall be made whenever any important repairs or renewals are made as specified in sub-rule (5) or after a repair resulting from investigations specified in sub-rule (6), which shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the vessel complies in all respects with the requirements of Part I of First Schedule.

(2) In the case of vessels of less than 400 gross tonnage, the Director-General may establish appropriate measures in order to ensure that the applicable provisions of Part I of the First Schedule are complied with.

(3) The survey of vessels for the purposes of the enforcement of the provisions of these rules shall be carried out by a surveyor or authorised person, as the case may be, subject to the following matters, namely:—

(a) the survey of marine diesel engines and equipment for compliance with paragraph 2 of the First Schedule shall be conducted in accordance with the revised NOx Technical Code 2008;

(b) when a surveyor or authorised person determines that the condition of the equipment does not correspond substantially with the particulars of the certificate, they shall ensure that corrective action is taken and shall in due course notify the Director General and he shall take following appropriate measures, namely: —

(i) where such corrective action is not taken, the certificate shall be withdrawn by the Director-General;

(ii) where the Indian vessel is in a port of another party, the appropriate authorities of the port State shall also be notified immediately;

(iii) where any vessel other than Indian vessel is in an Indian port, and such notification regarding foreign flag vessels at an Indian port or place is received by Director-General from an officer of the administration of the

concerned vessel, a nominated surveyor or recognised organisation, the Director-General shall give such officer, surveyor or recognised organisation any necessary assistance to carry out their obligations under these rules; and

(c) in every case, the Director-General shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

(4) Taking into account guidelines adopted by the organisation, vessels to which Part II of the First Schedule applies shall also be subject to the following surveys, namely:—

(a) an initial survey before a new vessel is put in service and before the International Energy Efficiency Certificate is issued, which shall verify that the vessel's attained Energy Efficiency Design Index is in accordance with the requirements in Part II of the First Schedule, and that the Ship Energy Efficiency Management Plan required by paragraph 12 of the First Schedule, is on board;

(b) a general or partial survey, according to the circumstances, after a major conversion of a new vessel to which these rule applies, which shall ensure that the attained Energy Efficiency Design Index is recalculated as necessary and meets the requirement of paragraph 10 of the First Schedule with the reduction factor applicable to the vessel type and size of the converted vessel in the phase corresponding to the date of contract or keel laying or delivery determined for the original vessel in accordance with clause (nn) of sub-rule (1) of rule 3**;**

(c) in cases where the major conversion of a new vessel or existing vessel is so extensive that the vessel is regarded by the Director-General as a newly constructed vessel, the Director-General shall determine the necessity of an initial survey on attained Energy Efficiency Design Index, which shall ensure the following matters, namely:—

(i) such initial survey shall ensure the attained Energy Efficiency Design Index is calculated and meets the requirement of paragraph 10 of the First Schedule to with the reduction factor applicable corresponding to the vessel type and size of the converted vessel at the date of the contract of the conversion, or in the absence of a contract, the commencement date of the conversion;

(ii) such initial survey shall also verify that the Ship Energy Efficiency Management Plan required by paragraph 12 of the First Schedule is on board and for a vessel to which paragraph 13 of the First Schedule, has been revised appropriately to reflect a major conversion in those cases where the major conversion affects data collection methodology or reporting processes.

Explanation.— For the purpose of this sub-rule, "guidelines adopted by the organisation" means the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (resolution MEPC.254(67), as amended by resolutions MEPC.261(68) and MEPC.309(73)); consolidated text: MEPC.1/Circ.855/Rev.2, as may be amended;

(d) for existing vessels, the verification of the requirement to have a Ship Energy Efficiency Management Plan on board according to paragraph 12 of the First Schedule shall take place at the first intermediate or renewal survey referred to in sub-rule (1), whichever is the first, on or after 1 January 2013;

(e) The Director-General shall ensure that for each vessel to which paragraph 13 of the First Schedule applies, the Ship Energy Efficiency Management Plan complies with sub-paragraph (2) of paragraph 12 of First Schedule. This shall be done prior to collecting data under paragraph 13 of the First Schedule in order to ensure the methodology and processes are in place prior to the beginning of the vessel's first reporting period and confirmation of compliance shall be provided to and retained on board the vessel;

(f) The Director-General shall ensure that, for each vessel to which paragraph 14 of the First Schedule applies, the Ship Energy Efficiency Management Plan complies with clause (a) of sub-paragraph (3) of paragraph 12 of the First Schedule. This shall be done prior to 1 January 2023 and confirmation of compliance shall be provided to, and retained on board, the vessel;

(g) the verification that the vessel's attained energy efficiency existing ship index is in accordance with the requirements in paragraphs 9 and 11 of the First Schedule shall take place at the first annual, intermediate or renewal survey identified in sub-rule (1) or the initial survey identified in clauses (a) and (c) of sub-rule (4), whichever is the first, on or after 1 January 2023; and

(h) notwithstanding anything contained in clause (g), a general or partial survey, according to the circumstances, carried out after a major conversion of a vessel to which paragraph 9 of the First Schedule applies. The survey shall ensure that the attained energy efficiency existing ship index is recalculated as necessary and meets the requirement of paragraph 11 of the First Schedule.

(5) The equipment shall be maintained to conform with the provisions of these rules and no changes shall be made in the equipment, systems, fittings, arrangements, or material covered by the survey, without the express approval of the Director-General:

Provided that the direct replacement of such equipment and fittings with equipment and fittings that conform with the provisions of these rules shall be permitted.

(6) Whenever an accident occurs to a vessel or a defect is discovered that substantially affects the efficiency or completeness of its equipment covered by these rules, the master or owner of the vessel shall report at the earliest opportunity to the Director-General, a nominated surveyor, or recognised organisation responsible for issuing the relevant certificate.

(7) Any survey under these rules shall be undertaken in accordance with the applicable rules made under the Act.

7. Issue or endorsement of Indian Air Pollution Prevention Certificate.— (1) Upon the completion of the survey referred to in rule 6, the Director-General shall issue an Indian Air Pollution Prevention Certificate to, —

(a) any Indian vessel, whether above or below 400 gross tonnage, which is engaged in voyages to ports or offshore terminals in coastal waters;

(b) platforms and drilling rigs engaged in voyages in coastal waters;

(c) non-propelled accommodation barges and other manned non-propelled vessel engaged in voyages in coastal waters.

(2) The Indian river sea vessels (RSV), Indian river sea passenger vessels (RSPV) and Indian coastal vessels (ICV) shall be surveyed and certified in accordance with the respective laws applicable to such vessels, in so far as such laws implement or supplement the requirements of Annex VI of the convention and these rules.

8. Issue or endorsement of certificates and statements of compliance related to fuel oil consumption reporting.— (1) An International Air Pollution Prevention Certificate shall be issued, after an initial or renewal survey in accordance with the provisions of rule 6 to the following types of vessels, namely:—

(a) any vessel of 400 gross tonnage and above engaged in voyages to ports or offshore terminals under the jurisdiction of any other party; and

(b) platforms and drilling rigs engaged in voyages to waters under the sovereignty or jurisdiction of any other party.

(2) A vessel constructed before the date of entry into force of Annex VI in India, shall be issued with an International Air Pollution Prevention Certificate in accordance with sub-rule (1) no later than the first scheduled dry-docking after the date of such entry into force, but in no case later than three years after this date.

(3) A certificate under sub-rule (2) either issued or endorsed by the Director-General or by the recognized organisation duly authorised by it and in every case the Director-General assumes full responsibility for the certificate.

(4) An International Energy Efficiency Certificate for a vessel shall be issued after a survey in accordance with the provisions of sub-rule (4) of rule 6 to any vessel of 400 gross tonnage

and above before that vessel may engage in voyages to ports or offshore terminals under the jurisdiction of India or any other party.

(5) The certificate issued under sub-rule (4) as the case may be, shall be issued or endorsed either by the Director-General or by the recognized organization duly authorised by it and in every case the Director-General assumes full responsibility for the certificate.

(6) Upon receipt of reported data pursuant to sub-paragraph (3) of paragraph 13 of the First Schedule and attained annual operational CII pursuant to sub-paragraph (2) of paragraph 14 of the First Schedule, the Director-General shall—

(a) determine whether the data has been reported in accordance with paragraph 13 of the First Schedule;

(b) verify that the attained annual operational CII is based on the data submitted in accordance with paragraph 13 of the First Schedule;

(c) determine the operational carbon intensity rating of the vessel, based on the verified attained annual operational CII, in accordance with sub-paragraph (6) of paragraph 14 of the First Schedule; and

(d) issue a Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating to the vessel no later than five months from the beginning of the calendar year, upon determination and verification pursuant to clauses (a) to (c) and the Director-General shall assume full responsibility for such Statement of Compliance.

(7) Upon receipt of reported data pursuant to sub-paragraphs (4), (5) or (6) of paragraph 13 of the First Schedule, the Director-General shall promptly determine whether the data has been reported in accordance with paragraph 13 and, if so, issue a Statement of Compliance related to fuel oil consumption to the vessel at that time and the Director-General shall assume full responsibility for this Statement of Compliance.

(8) Notwithstanding anything contained in sub-rule (6), a vessel rated as 'D' for three consecutive years or rated as 'E' in accordance with paragraph 14 of the First Schedule, shall not be issued a Statement of Compliance, unless a plan of corrective actions is duly developed and reflected in the Ship Energy Efficiency Management Plan and verified by the Director-General or recognised organisation in accordance with sub-paragraphs (7) and (8) of paragraph 14 of the First Schedule.

9. Issue or endorsement of a certificate for or by another party.— (1) The Director-General may, at the request of the administration of a vessel concerned, survey the vessel and if satisfied that the provisions of the Annex VI of the convention are complied with, issue an International Air Pollution Prevention Certificate or an International Energy Efficiency Certificate to that vessel, and where appropriate, endorse or authorise the endorsement of that certificate on the vessel, in accordance with the provisions of these rules.

(2) Where a certificate is issued under sub-rule (1), the Director-General shall transmit a copy of the same along with the copy of the survey report to the administration concerned.

(3) A certificate issued under sub-rule (1) shall contain a statement to the effect that it has been issued at the request of the administration concerned and it shall have the same force and receive the same recognition as certificate issued under rule 8 of these rules.

(4) Where the survey is to be carried out for an Indian vessel which is in the jurisdiction of the administration of another State, the Director-General may request that administration to carry out a survey in accordance with the provisions of the convention and issue an International Air Pollution Prevention Certificate or an International Energy Efficiency Certificate, if such administration is authorised to do the same.

(5) No International Air Pollution Prevention Certificate or an International Energy Efficiency Certificate shall be issued to a vessel which is entitled to fly the flag of a State which is not a party.

10. Form of certificates and statements of compliance related to fuel oil consumption reporting and operational carbon intensity rating.— (1) An International Air Pollution Prevention Certificate shall be issued in the Form I of Second Schedule.

(2) An International Energy Efficiency Certificate shall be issued in the Form II of Second Schedule.

(3) The statement of compliance issued pursuant to sub-rules (6) and (7) of rule 8 shall be issued in the form specified in Appendix VII of the Second Schedule.

(4) In accordance with sub-rule (5) of rule 4, the International Air Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges shall be drawn up in the Form III of the Second Schedule.

(5) The Indian Air Pollution Prevention Certificate shall be in the Form IV of Second Schedule.

(6) Every certificate issued under these rules shall be in English.

11. Duration and validity of certificates and statements of compliance related to fuel oil consumption reporting.— (1) Every International Air Pollution Prevention Certificate shall be issued for a period specified by the Director-General, which shall not exceed five years.

(2) Notwithstanding the provisions in sub-rule (1),—

(a) when the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate;

(b) when the renewal survey is completed after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal

survey to a date not exceeding five years from the date of expiry of the existing certificate; and

(c) when the renewal survey is completed more than three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

(3) Where a certificate is issued for a period less than five years, the Director-General may extend the validity of the certificate beyond the expiry date to the maximum period specified in sub-rule (1), provided that the surveys referred to in clauses (c) and (d) of sub-rule (1) of rule 6 applicable when a certificate is issued for a period of five years are carried out, as may be appropriate.

(4) Where a renewal survey has been completed and a new certificate cannot be issued or placed on board the vessel before the expiry date of the existing certificate, the Director-General may endorse the existing certificate and such a certificate shall be accepted as valid for a further period that shall not exceed five months from such expiry date.

(5) Where a vessel, at the time when a certificate expires, is not in a port in which it is to be surveyed, the Director-General may extend the period of validity of the certificate only for the purpose of allowing the vessel to complete its voyage to the port in which it is to be surveyed, in cases where it appears proper and reasonable to do so:

Provided that, no certificate shall be extended for a period longer than three months, and a vessel to which such extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate and where the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before such extension was granted.

(6) A certificate issued to a vessel engaged on short voyages, which has not been extended under the foregoing provisions of this rule, may be extended by the Director-General for a period of one month from the date of expiry stated on such, and in a case where the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before such extension was granted.

(7) In special circumstances, as determined by the Director-General, taking into account the guidelines adopted by the organisation, a new certificate need not be dated from the date of expiry of the existing certificate as required by clause (a) of sub-rule (2), sub-rule (5) or sub-rule (6), and the new certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.

Explanation.—For the purpose of this sub-rule, "guidelines adopted by the organisation" means the Survey Guidelines Under the Harmonized System of Survey and Certification (HSSC), 2023 adopted vide A.1207 (34)".

(8) Where an annual or intermediate survey is completed before the period specified in rule 6, the following matters shall be complied with, namely:—

(a) the anniversary date shown on the certificate shall be amended by endorsement to a date that shall not be more than three months later than the date on which the survey was completed;

(b) the subsequent annual or intermediate survey required under rule 6 shall be completed at such intervals specified by that rule using the new anniversary date; and

(c) the expiry date may remain unchanged provided one or more annual or intermediate surveys, as appropriate, are carried out so that the maximum intervals between the surveys specified under rule 6 are not exceeded.

(9) A certificate issued under rules 7, 8 or 9 shall cease to be valid in any of the following cases, namely:—

(a) where the relevant surveys are not completed within the periods specified under sub-rule (1) of rule 6*;*

(b) where the certificate is not endorsed in accordance with clauses (c) and (d) of sub-rule (1) of rule 6*;*

(c) upon the transfer of a vessel to another flag State which is a party

(10) In case of a transfer from India to another State, if a request is made by the administration concerned within three months after such transfer has taken place, the Director-General shall, as soon as possible, transmit to that administration copies of the certificate carried by the vessel before such transfer and copies of survey reports, if available.

(11) In case of a transfer of a vessel from the flag of another State, the Director-General shall issue a new certificate to such vessel, only if he is fully satisfied that the vessel is in compliance with the requirements of sub-rule (4) of rule 6.

(12) The International Energy Efficiency Certificate shall be valid throughout the life of the vessel, subject to the provisions of sub-rule (13).

(13) An International Energy Efficiency Certificate issued under these rules shall cease to be valid in any of the following cases, namely:—

(a) if the vessel is withdrawn from service or if a new certificate is issued following major conversion of the vessel; or

(b) upon the transfer of the vessel flying the flag of another State to Indian flag, a new certificate shall only be issued when the Director-General is fully satisfied that the vessel is in compliance with the requirements of Part II of the First Schedule;

(c) upon transfer of an Indian vessel to the flag of another state, if requested by the Administration of new Flag, within three months after the transfer has taken place, the Director-General shall, as soon as possible, transmit to the Administration copies of the certificate carried by the vessel before the transfer and, if available, copies of the relevant survey reports;

(d) if the vessel's equipment, systems, fittings, arrangements, or material covered by the survey were changed without the express approval of the Director-General, as specified in sub-rule (5) of rule 6, unless rule 4 applies.

(14) The statement of compliance issued pursuant to sub-rule (6) of rule 8 shall be valid for the calendar year in which it is issued and for the first five months of the following calendar year. The statement of compliance issued pursuant to sub-rule (7) of rule 8 shall be valid for the calendar year in which it is issued, for the following calendar year, and for the first five months of the subsequent calendar year. All statements of compliance shall be kept on board for at least five years.

12. Port State control on operational requirements.— (1) A vessel when in a port or an offshore terminal in India is subject to inspection by surveyor or an authorised person concerning operational requirements under these rules, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of air pollution from vessels.

(2) In the circumstances specified in sub-rule (1), the surveyor or authorised person shall take such steps to ensure that the vessel shall not sail until the situation has been brought to order in accordance with the requirements of these rules.

(3) Nothing in this rule shall be construed to limit the rights and obligations of the Central Government carrying out control over operational requirements specifically provided for in the Act or rules made thereunder or convention.

(4) In relation to Part II of the First Schedule, any port State inspection may verify, when appropriate, that there is a valid statement of compliance related to fuel oil consumption reporting and operational carbon intensity rating, an International Energy Efficiency Certificate and a Ship Energy Efficiency Management Plan on board, in accordance with the applicable rules made under the Act.

(5) Notwithstanding the provisions of sub-rule (4), any port State inspection may inspect whether the Ship Energy Efficiency Management Plan is duly implemented by the vessel in accordance with paragraph 14 of First Schedule.

13. Detection of violations and enforcement.— *(*1) The Director-General shall co-operate with any other party in the detection of violations and the enforcement of the provisions of Annex VI or these rules, using all appropriate and practicable measures of

detection and environmental monitoring, adequate procedures for reporting and accumulation of evidence.

(2) A vessel to which Annex VI or these rules applies may, in any port or offshore terminal under jurisdiction of India, be subject to inspection by surveyors or authorised persons for the purpose of verifying whether the vessel has emitted any of the substances covered by Annex VI or these rules in violation of the provisions and where an inspection indicates a violations, a report shall be forwarded to the Director-General for any appropriate action.

(3) Where any party, in accordance with the provisions of Annex VI or these rules, furnishes to the Director-General evidence, if any, that the vessel has emitted any of the substances covered by Annex VI or these rules in violation of its provisions, the Director-General shall, upon receiving such evidence, investigate the matter, and may request the other party to furnish further or better evidence of the alleged contravention.

(4) Where the Director-General is satisfied that sufficient evidence is available to initiate proceedings in respect of the alleged violation of the provisions of Annex VI or these rules, it shall cause such proceedings to be taken in accordance with such law as soon as possible and shall promptly inform the party or its administration that has reported the alleged violation, as well as the organisation, of the action taken.

(5) Surveyor or an authorised person may also inspect a vessel to which Annex VI or these rules applies when it enters the ports or offshore terminals under the jurisdiction of India, if a request for an investigation is received from any party or its administration together with sufficient evidence that the vessel has emitted any of the substances covered by Annex VI or these rules in any place in violation of the provisions of Annex VI or these rules and the report of such investigation shall be sent to the party requesting it and to the administration of the vessel concerned so that the appropriate action be taken under the convention.

(6) The international law concerning the prevention, reduction, and control of pollution of the marine environment from vessels, including that law relating to enforcement and safeguards, in force at the time of application or interpretation of the rules, applies, *mutatis mutandis*, to the rules and standards set forth in these rules.

CHAPTER III

MISCELLEANEOUS

14. Reception facilities.— (1) The Director-General taking into account the guidelines adopted by the organisation shall ensure the provision of facilities adequate to meet the following matters, namely:—

(a) needs of vessels using its repair ports for the reception of ozone depleting substances and equipment containing such substances when removed from vessels;

(b) needs of vessels using its ports, terminals or repair ports for the reception of exhaust gas cleaning residues from an approved exhaust gas cleaning systems;

without causing undue delay to vessels; and

(c) needs in vessel breaking facilities for the reception of ozone depleting substances and equipment containing such substances when removed from vessel.

Explanation.— For the purpose of this sub-rule, "guidelines adopted by the organisation" means the 2011 Guidelines for Reception Facilities under MARPOL Annex VI issued vide MEPC.199(62), as may be further amended.

(2) If a particular port or terminal is, taking into account the guidelines to be issued by the organisation, remotely located from, or lacking in, the industrial infrastructure necessary to manage and process those substances referred to in sub-rule (1) and therefore cannot accept such substances, then the Director-General shall inform the organisation of any such port or terminal so that this information may be circulated to all parties and member States of the organisation for their information and any appropriate action.

(3) The Director-General shall also notify the organisation of its ports and terminals where reception facilities are available to manage and process such substances.

15. Fee.— The fee for surveys and issue of International Air Pollution Prevention Certificate or the Indian Air Pollution Prevention Certificates shall be in accordance with the applicable rules made under the Act.

16. Penalty.— (1) Any contravention of these rules or failure to comply with any requirement thereof shall be liable to penalties as specified in the Act.

(2) Any person who operates any vessel in contravention of the provisions of these rules, and for which no specific penalty is provided under sub-section (2) of section 281 of the Act, shall be liable to penalty which may extend upto fifty thousand rupees, and if the breach is a continuing one, with further penalty which may extend to five thousand rupees for every day after the first day during which the breach continues.

(3) The imposition of any penalty under this rule shall not absolve the owner or master from the requirement of rectifying the non-compliance.

FIRST SCHEDULE
[*See* rules 3,4,5,6,8,11 and 12]
PART I

REQUIREMENTS FOR CONTROL OF EMISSIONS FROM VESSELS

1. **Ozone-depleting Substances.—** (1) This paragraph does not apply to permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone-depleting substances.

(2) Subject to the provisions of sub-rule (1) of rule 4, any deliberate emissions of ozone-depleting substances shall be prohibited:

Provided that emissions arising from leaks of an ozone-depleting substance, whether or not the leaks are deliberate, may be regulated by the Director-General.

(3) (a) Installations that contain ozone-depleting substances, other than hydro-chlorofluorocarbons, shall be prohibited,—

(i) on vessels constructed on or after 19 May 2005; or

(ii) in the case of vessels constructed before 19 May 2005 which have a contractual delivery date of the equipment to the vessel on or after 19 May 2005 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the vessel on or after 19 May 2005.

(b) Installations that contain ozone depleting substances, other than hydrocholorofluorocarbons, shall be prohibited,—

(i) on vessels constructed on or after 1 January 2020; or

(ii) in the case of vessels constructed before 1 January 2020, which have a contractual delivery date of the equipment to the vessel on or after 1 January 2020 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the vessel on or after 1 January 2020.

(4) The substances referred to in this paragraph, and equipment containing such substances, shall be delivered to appropriate reception facilities when removed from vessels.

(5) Each vessel, subject to rule 7 or sub-rule (1) of rule 8, shall maintain a list of equipment containing ozone-depleting substances, as specified in section 2.1 of Supplement to Indian Air Pollution Prevention Certificate or International Air Pollution Prevention Certificate (IAPP Certificate), as provided in Form IV and Form I of Second Schedule, as the case may be.

(6) Each vessel, subject to the provisions of rule 7 or sub-rule (1) of rule 8 that has rechargeable systems that contain ozone-depleting substances, shall maintain an ozone-depleting substances record book, which may form part of an existing log-book or electronic recording system, as approved by the Director-General, taking into account the guidelines adopted by organisation:

Provided that an electronic recording system shall be considered as an electronic record book if the electronic recording system is approved by the Director-General on or before the first International Air Pollution Prevention Certificate renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025.

Explanation.— For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means the Guidelines for the use of electronic record books under MARPOL, adopted by resolution MEPC. 312(74), as may be amended.

(7) Entries in the ozone-depleting substances record book shall be recorded in terms of mass (kg) of substance and shall be completed without delay on each occasion, in respect of the following particulars, namely:—

(a) recharge, full or partial, of equipment containing ozone-depleting substances;

(b) repair or maintenance of equipment containing ozone-depleting substances;

(c) discharge of ozone-depleting substances to the atmosphere—

(i) deliberate; and

(ii) non-deliberate;

(d) discharge of ozone-depleting substances to land-based reception facilities; and

(e) supply of ozone-depleting substances to the vessel.

2. Nitrogen Oxides (NO_x).— (1) (a) This paragraph shall apply to the following categories, namely:—

(i) each marine diesel engine with a power output of more than 130 kW installed on a vessel; and

(ii) each marine diesel engine with a power output of more than 130 kW that undergoes a major conversion on or after 1 January 2000, except when demonstrated, to the satisfaction of the Director-General that such engine is an identical replacement to the engine that it is replacing and is otherwise not covered under sub-clause (i).

Explanation.— For the purpose of the interpretation of this sub-clause, reference be made to the "Unified Interpretation to MARPOL Annex VI issued vide MEPC.1/Circ.795/Rev.9, as may be amended.

(b) This paragraph does not apply to the following categories, namely:—

(i) a marine diesel engine intended to be used solely for emergencies or solely to power any device or equipment intended to be used solely for emergencies on the vessel on which it is installed, or a marine diesel engine installed in lifeboats intended to be used solely for emergencies; and

(ii) a marine diesel engine installed on a vessel solely engaged in voyages within waters, subject to the sovereignty or jurisdiction of

India, provided, the Director-General has specified an alternative NO_x control measure for such engine.

(c) Notwithstanding the provisions of clause (a) of sub-paragraph (1), the Director-General may provide an exclusion from the application of this paragraph for any marine diesel engine that is installed on a vessel constructed, or for any marine diesel engine that undergoes a major conversion, before 19 May 2005, provided that the vessel on which the engine is installed is solely engaged in voyages to ports or offshore terminals within the State the flag of which the vessel is entitled to fly.

(2)(a) For the purpose of this paragraph, major conversion means a modification on or after 1 January 2000 of a marine diesel engine that has not already been certified to the standards set forth in sub-paragraphs (3), (4), or sub-clause (i) of clause (a) of sub-paragraph (5), where—

(i) the engine is replaced by a marine diesel engine or an additional marine diesel engine is installed; or

(ii) any substantial modification, as defined in the revised NOx Technical Code 2008, is made to the engine; or

(iii) the maximum continuous rating of the engine is increased by more than ten percent. compared to the maximum continuous rating of the original certification of the engine.

(b) For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine, or the installation of an additional marine diesel engine, the standards in this paragraph at the time of the replacement or addition of the engine shall apply.

(c) In the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in sub-clause (i) of clause (a) of sub-paragraph 5 (Tier III, as applicable), then that replacement engine shall meet the standards set forth in sub-paragraph (4) (Tier II), taking into account the guidelines developed by the organisation and the Director- General shall notify the organisation in those instances, where a Tier II rather than a Tier III replacement engine has been installed on or after 1 August 2025, in accordance with the provisions of this sub-paragraph.

Explanation.— For the purpose of this sub-paragraph, “guidelines adopted by the organisation” means the Unified Interpretation to MARPOL Annex VI issued vide MEPC.1/Circ.795/Rev.9, and the “2013 Guidelines as Required by Regulation 13.2.2 of MARPOL Annex VI in respect of Non-Identical Replacement Engines Not Required to meet the Tier III Limit issued vide MEPC Resolution MEPC.230 (81), as may be amended.

(d) A marine diesel engine referred to in sub-clauses (ii) and (iii) of clause (a) of sub-paragraph (2), shall meet the following standards, namely:—

(i) for vessels constructed prior to 1 January 2000, the standards set forth in sub- paragraph (3) shall apply; and

(ii) for vessels constructed on or after 1 January 2000, the standards in force at the time the vessel was constructed shall apply.

Tier I

(3) Subject to the provisions of rule 4, the operation of a marine diesel engine that is installed on a vessel constructed on or after 1 January 2000 and prior to 1 January 2011 is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute), namely:—

(a) 17.0 g/kWh when *n* is less than 130 rpm;

(b) $45 \cdot n^{(-0.2)}$ g/kWh when *n* is 130 or more but less than 2,000 rpm;

(c) 9.8 g/kWh when *n* is 2,000 rpm or more.

Explanation.— For the purpose of interpretation of this sub-paragraph, reference be made to the guidelines for the application of the NOx Technical Code relative to certification and amendments of Tier I engines (MEPC.1/Circ.679), as may be amended.

Tier II

(4) Subject to the provisions of rule 4, the operation of a marine diesel engine that is installed on a vessel constructed on or after 1 January 2011 is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where *n* = rated engine speed (crankshaft revolutions per minute), namely:—

(a) 14.4 g/kWh when *n* is less than 130 rpm;

(b) $44 \cdot n^{(-0.23)}$ g/kWh when *n* is 130 or more but less than 2,000 rpm;

(c) 7.7 g/kWh when *n* is 2,000 rpm or more.

Tier III

(5)(a) Subject to the provisions of rule 4, in an emission control area designated for Tier III NO_x control under sub-paragraph (6) (NO_x Tier III emission control area), the operation of a marine diesel engine that is installed on a vessel is prohibited,—

(i) except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where *n* = rated engine speed (crankshaft revolutions per minute):

(A) 3.4 g/kWh when *n* is less than 130 rpm;

(B) $9 \cdot n^{(-0.2)}$ g/kWh when *n* is 130 or more but less than 2,000 rpm;

(C) 2.0 g/kWh when *n* is 2,000 rpm or more;

(ii) When the vessel is constructed on or after,—

(A) 1 January 2016 and is operating in the North American Emission Control Area or the United States Caribbean Sea Emission Control Area;

(B) 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area;

(iii) when that vessel is operating in a NO_X Tier III emission control area, other than an emission control area described in sub-clause (ii) of clause (a), and is constructed on or after the date of adoption of such an emission control area, or a later date as may be specified by the organisation in the amendment designating the NO_X Tier III emission control area, whichever is later.

(b) The standards set forth in sub-clause (i) of clause (a) shall not apply to the following categories, namely:—

(i) a marine diesel engine installed on a vessel with a length (*L*), of less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes; or

(ii) a marine diesel engine installed on a vessel with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Director-General, that the vessel cannot comply with the standards set forth in sub-clause (i) of clause (a), because of design or construction limitations of the vessel; or

(iii) a marine diesel engine installed on a vessel constructed prior to 1 January 2021 of less than 500 gross tonnage, with a length (*L*) of 24 metres or over when it has been specifically designed, and is used solely, for recreational purposes.

Explanation.—For the purpose of this sub-paragraph, *"length (L)"* means ninety-six per cent. of the total length on a waterline at eighty-five per cent. of the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with a rake of keel the waterline on which s length is measured shall be parallel to the designed waterline. The length *(L)* shall be measured in metres.

(c) The tier and on/off status of marine diesel engines installed on board a vessel to which clause (a), which are certified to both Tier II and Tier III or which are certified to Tier II only, and as interpreted taking into account the guidelines adopted by the organisation, shall be recorded in such logbook or electronic record book as directed by the Director-General taking into account the guidelines adopted by the organisation, at entry into and exit from a NO_x Tier III emission control area, or when the on/off status changes within such an area, together with the date, time and position of the vessel.

*Explanation***.–** For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means Unified Interpretation to MARPOL Annex VI as adopted vide MEPC.1/Circ. 795/Rev.9. as may be amended and the guidelines for the use of electronic record books under MARPOL, adopted by resolution MEPC. 312(74), as may be amended.

(d) Emissions of nitrogen oxides from a marine diesel engine, subject to clause (a) of that occur immediately following building and sea trials of a newly constructed vessel, or before and following converting, repairing, and/or maintaining the vessel, or maintenance or repair of a Tier II engine or a dual fuel engine when the vessel is required to not have gas fuel or gas cargo on board due to safety requirements, for which activities take place in a shipyard or other repair facility located in a NO_X Tier III emission control area are temporarily exempted, provided the following conditions are met, namely:—

(i) the engine meets the Tier II NO_X limits; and

(ii) the vessel sails directly to or from the shipyard or other repair facility, does not load or unload cargo during the duration of the exemption, and follows any additional specific routing requirements indicated by the port State in which the shipyard or other repair facility is located, if applicable.

(e) The exemption provided in clause (d) applies on the following occasions, namely:—

(i) for a newly constructed vessel, the period beginning at the time the vessel is delivered from the shipyard, including sea trials, and ending at the time the vessel directly exits any NO_X Tier III emission control area(s) or, with regard to a vessel fitted with a dual fuel engine, the vessel directly exits any NO_X Tier III emission control area(s) or proceeds directly to the nearest gas fuel bunkering facility appropriate to the vessel located in any NO_X Tier III emission control area(s);

(ii) for a vessel with a Tier II engine undergoing conversion, maintenance or repair, the period beginning at the time the vessel enters any NO_X Tier III emission control area and proceeds directly to the shipyard or other repair

facility, and ending at the time the vessel is released from the shipyard or other repair facility and directly exits any NO_X Tier III emission control area after performing sea trials, if applicable; or

(iii) for a vessel with a dual fuel engine undergoing conversion, maintenance or repair, when the vessel is required to not have gas fuel or gas cargo on board due to safety requirements, the period beginning at the time the vessel enters any NO_X Tier III emission control area(s) or when it is degassed in any NO_X Tier III emission control area(s) and proceeds directly to the shipyard or other repair facility, and ending at the time when the vessel is released from the shipyard or other repair facility and directly exits any NO_X Tier III emission control area(s) or proceeds directly to the nearest gas fuel bunkering facility appropriate to the vessel located in any NO_X Tier III emission control area(s).

(6) For the purpose of this paragraph, a NO_X Tier III emission control area shall be any sea area, including any port area, designated by the organisation in accordance with the criteria and procedures set forth in Appendix II of the Second Schedule, and shall constitute the following areas, namely:—

(a) the North American Emission Control Area, which means the area described by the coordinates in Appendix VII to the Annex VI of the convention;

(b) the United States Caribbean Sea Emission Control Area, which means the area described by the coordinates in Appendix VII to the Annex VI of the convention;

(c) the Baltic Sea Emission Control Area which means the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57°44.8' N;

(d) the North Sea Emission Control Area which means the North Sea proper including seas therein with the boundary between:

(i) the North Sea southwards of latitude 62º N and eastwards of longitude 4º W;

(ii) the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57º 44.8´ N; and

(iii) the English Channel and its approaches eastwards of longitude 5º W and northwards of latitude 48º 30´ N.

(7) (a)Subject to the provisions of sub-clause (i) of clause (a) of sub-paragraph (1), a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 litres installed on a vessel constructed on or after 1 January 1990, but prior to 1 January 2000 shall comply with the emission limits set forth in clause (d):

Provided that an approved method for that engine has been certified by a party to taking into account the guidelines adopted by the organisation and notification of such certification has been submitted to the organisation by such administration taking into

account the guidelines adopted by the organisation, and the compliance with this sub-paragraph shall be demonstrated through one of the following matters, namely:—

(i) installation of the certified approved method, as confirmed by a survey using the verification procedure specified in the approved method file, including appropriate notation on the vessel's International Air Pollution Prevention Certificate of the presence of the approved method; or

(ii) certification of the engine confirming that it operates within the limits set forth in sub-paragraphs (3), (4) or sub-clause (i) of clause (a) of sub-paragraph (5) and an appropriate notation of the engine certification on the vessel's International Air Pollution Prevention Certificate.

Explanation.—For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means the 2014 Guidelines on the approved method process (resolution MEPC.243(66)) as may be amended and the 2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI (resolution MEPC.242(66)), as may be amended".

(b) The provisions contained in clause (a) shall apply no later than the first renewal survey that occurs twelve months or more after deposit of the notification under clause (a):—

where an owner of a vessel on which an approved method is to be installed can demonstrate to the satisfaction of the Director-General that the approved method was not commercially available despite best efforts to obtain it, then that approved method shall be installed on the vessel no later than the next annual survey of that vessel which falls after the approved method is commercially available.

(c) With regard to a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 litres installed on a vessel constructed on or after 1 January 1990, but prior to 1 January 2000, the International Air Pollution Prevention Certificate shall, for a marine diesel engine to which clause (a) applies, shall indicate one of the following matters, namely:—

(i) an approved method has been applied pursuant to sub-clause (i) of proviso to clause (a);

(ii) the engine has been certified pursuant to sub-clause (ii) of proviso to clause (a);

(iii) an approved method is not yet commercially available as described in clause (b); or

(iv) an approved method is not applicable.

(d) Subject to the provisions of rule 4, the operation of a marine diesel engine described in clause (a) is prohibited, except when the emission of nitrogen oxides (calculated as the total

weighted emission of NO_2) from the engine is within the following limits, where *n* = rated engine speed (crankshaft revolutions per minute)—

(a) 17.0 g/kWh when *n* is less than 130 rpm;

(b) $45 \cdot n^{(-0.2)}$ g/kWh when *n* is 130 or more but less than 2,000 rpm; and

(c) 9.8 g/kWh when *n* is 2,000 rpm or more.

(e) Certification of an approved method shall be in accordance with chapter 7 of the revised NO_x Technical Code 2008 and shall include verification of the following matters, namely:—

(i) by the designer of the base marine diesel engine to which the approved method applies that the calculated effect of the approved method will not decrease engine rating by more than one per cent., increase fuel consumption by more than two per cent. as measured according to the appropriate test cycle set forth in the revised NO_x Technical Code 2008, or adversely affect engine durability or reliability; and

(ii) that the cost of the approved method is not excessive, which is determined by a comparison of the amount of NO_x reduced by the approved method to achieve the standard set forth in clause (d) and the cost of purchasing and installing such approved method and such cost shall not exceed 375 Special Drawing Rights/metric ton NOx calculated in accordance with the Cost-Effectiveness(Ce) formula below and taking into account the guidelines adopted by the organisation:

Provided that for the purpose of this sub-paragraph, the cost of an approved method shall not exceed 375 Special Drawing Rights/metric tonne NOx calculated in accordance with the cost-effectiveness (Ce) formula below:

$$Ce = \frac{\text{Cost of Approved Method} \cdot 10^6}{P(kW) \cdot 0.768 \cdot 6000(\text{hours/year}) \cdot 5\ (\text{years}) \cdot ?\ NO_x(g/kWh)}$$

Explanation.— For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means Definitions for the cost-effectiveness formula in regulation 13.7.5 of the revised MARPOL Annex VI (MEPC.1/Circ.678), as may be amended.

(8) The revised NO_x Technical Code 2008 shall be applied in the certification, testing, and measurement procedures for the standards set forth in this paragraph.

(9) The procedures for determining NO_x emissions set out in the revised NO_x Technical Code 2008 are intended to be representative of the normal operation of the engine and any defeat device and irrational emission control strategy undermine this intention and shall not be allowed:

Provided that this paragraph shall not prevent the use of auxiliary control devices that are used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure or that are used to facilitate the starting of the engine.

3. Sulphur Oxides (SO_x) and particulate matter.— (1) The sulphur content of fuel oil used or carried for use on board vessels shall not exceed 0.5% m/m.

(2) The worldwide average sulphur content of residual fuel oil supplied for the use on board vessels shall be monitored taking into account the guidelines developed by the organisation.

Explanation.— For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means the 2020 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships (Resolution MEPC. 326 (75)), as may be amended.

(3) For the purpose of this paragraph, emission control areas shall be any sea area, including any port area, designated by the organisation in accordance with the criteria and procedures set forth in Appendix II of Second Schedule and emission control areas under this paragraph are:—

(a) the Baltic Sea area as defined in regulation 1.11.2 of Annex I of the convention;

(b) the North Sea area as defined in regulation 1.14.6 of Annex V of the convention;

(c) the North American Emission Control Area, which means the area described by the coordinates provided in appendix VII to Annex VI of the convention;

(d) the United States Caribbean Sea Emission Control Area, which means the area described by the coordinates provided in appendix VII to Annex VI of the convention;

(e) The Mediterranean Sea Emission Control Area, which means the area described by the co-ordinates provided in appendix VII to Annex VI of the convention; and

(e) any sea area, including any port area, designated by the organisation, in accordance with the criteria and procedures set forth in Appendix II of Second Schedule.

(4) While a vessel is operating within an emission control area, the sulphur content of fuel oil used on board vessels shall not exceed 0.10% m/m.

(5) The sulphur content of fuel oil referred to in sub-paragraphs (1) and (4) shall be documented by its supplier as required by paragraph 6 of this Schedule.

(6) Those vessels using separate fuel oils to comply with sub-paragraph (4) and entering or leaving an emission control area set forth in sub-paragraph (3) shall carry a written procedure showing the manner of doing the fuel oil change-over, allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the applicable sulphur content specified in sub-paragraph (4) prior to entry into an emission control area and the volume of low sulphur fuel oils in each tank as well as the date, time, and position of the vessel when any fuel-oil-change-over operation is completed prior to the entry into an emission control area or commenced after exit from such an area, shall be recorded in such log-book or electronic record book as prescribed by the Director-General.

Explanation. — For the purpose of interpretation of this sub-paragraph, reference be made to the Guidelines for the use of electronic record books under MARPOL, adopted by resolution MEPC. 312(74), as may be amended.

(7) During the first twelve months immediately following entry into force of an amendment designating a specific emission control area under sub-paragraph (3), vessels operating in that emission control area are exempt from the requirements in sub-paragraphs (4) and (6) and from the requirements of sub-paragraph (5) in so far as they relate to sub-paragraph (4).

(8) Where any officer duly authorised by the Director-General requires the in-use fuel oil sample or onboard fuel oil sample to be analysed, it shall be done in accordance with the verification procedure set forth in Appendix V of Second Schedule to determine whether the fuel oil being used or carried for use on board meets the requirements in sub-paragraphs (1) or (4):

Provided that in-use fuel oil sample shall be drawn taking into account the guidelines adopted by the organisation and the onboard fuel oil sample shall be drawn taking into account the guidelines to be adopted by the organisation.

Explanation.— For the purpose of this sub-paragraph "guidelines adopted by the organisation" means the 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board vessels (MEPC.1/Circ.864/Rev.1), as may be amended and the 2020 Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a vessel (MEPC.1/Circ.889), as may be amended.

(9) The sample shall be sealed by such officers with a unique means of identification installed in the presence of the vessels representative and the vessel shall be given the option of retaining a duplicate sample.

(10) For each vessel, subject to the provisions of rules 6 to 8, a sampling point shall be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board the vessel taking into account the guidelines adopted by the organisation.

Explanation.—For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means the 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board vessels (MEPC.1/Circ.864/Rev.1), as may be further amended.

(11) For a vessel constructed before 1 April 2022, any sampling point referred to in sub-paragraph (10) shall be fitted or designated not later than the first renewal survey as identified in clause (b) of sub-rule (1) of rule 6 on or after 1 April 2023.

(12) The requirements of sub-paragraphs (10) and (11) above are not applicable to a fuel oil service system for a low-flashpoint fuel or a gas fuel.

(13) The officers authorised under the Act shall, as appropriate, utilize a sampling point fitted or designated for the purpose of taking representative sample of the fuel oil being used on board in order to verify that the fuel oil complies with this paragraph.

(14) Taking fuel oil samples under this paragraph by such officers shall be performed as expeditiously as possible without causing the vessel to be unduly delayed.

4. Volatile organic compounds.— (1) Where the emissions of volatile organic compounds from a tanker are to be regulated in a port or ports or a terminal or terminals under the jurisdiction of India, they shall be regulated in accordance with the provisions of this paragraph.

(2) If the Director-General regulates tankers for volatile organic compounds emissions, it shall submit a notification to the organisation at least six months before the effective date, which shall include information on the size of tankers to be controlled, the cargoes requiring vapour emission control systems, and the effective date of such control.

Explanation.— For the purpose of this sub-paragraph, "notification to the organisation" means, notification to the Organization on ports or terminals where volatile organic compound (VOC) emissions are to be regulated vide MEPC. 1/Circ. 509, as may be amended.

(3) If the Director-General designates ports or terminals at which volatile organic compounds emissions from tankers are to be regulated, it shall ensure that vapour emission control systems, approved by the Director-General taking into account the safety standards for such systems adopted by the organisation are provided in any designated port and terminal and are operated safely and in a manner so as to avoid undue delay to a vessel.

(4) A tanker to which sub-paragraph (1) applies shall be provided with a vapour emission collection system approved by the Director-General taking into account the safety standards for such systems developed by the organisation, and shall use this system during the loading of relevant cargoes and a port or terminal that has installed vapour emission control systems in accordance with these rules may accept tankers which are not fitted with vapour collection systems for a period of three years after the effective date identified in sub-paragraph (2).

Explanation. — For the purposes of sub-paragraphs (3) and (4), "safety standards" means the standards for vapour emission control systems (MSC/Circ.585), as may be amended.

(5) A tanker carrying crude oil shall have on board and implement a volatile organic compounds management plan approved by the Director-General and prepared taking into account the guidelines adopted by the organisation, where such plan shall be specific to each vessel and shall at least include the following matters, namely:—

(a) provide written procedures for minimizing volatile organic compounds emissions

during the loading, sea passage and discharge of cargo;

(b) give consideration to the additional volatile organic compounds generated by crude oil washing;

(c) identify a person responsible for implementing the plan; and

(d) for vessels on international voyages, be written in the English.

Explanation.— For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means the Guidelines for the development of a volatile organic compounds management plan (resolution MEPC.185(59)), as may be amended and also the Technical information on systems and operation to assist development of volatile organic compounds management plans (MEPC.1/Circ.680), as may be amended and Technical information on a vapour pressure control system to facilitate the development and update of volatile organic compounds management plans (MEPC.1/Circ.719), as may be amended.

(6) This paragraph shall also apply to gas carriers only if the types of loading and containment systems allow safe retention of non-methane volatile organic compounds on board or their safe return ashore.

Explanation.—For the purpose of this sub-paragraph, reference be made to the International Code for the Construction and Equipment of vessels carrying liquefied gases in bulk resolution MSC 370(93), as may be amended.

5. Shipboard incineration.—(1) Except as provided in sub-paragraph (4), shipboard incineration shall be allowed only in a shipboard incinerator.

(2) Shipboard incineration shall be prohibited for the following substances, namely:—

(a) residues of cargoes subject to applicable rules relating to prevention of pollution by oil from vessels, control of pollution by noxious liquid substances in bulk, prevention of pollution by harmful substances carried by sea in packaged form framed under the Act or related contaminated packing materials;

(b) polychlorinated biphenyls (PCBs);

(c) garbage, as defined in accordance with the applicable rules made under the Act, containing more than traces of heavy metals;

(d) refined petroleum products containing halogen compounds;

(e) sewage sludge and sludge oil either of which are not generated on board the vessel; and

(f) exhaust gas cleaning system residues.

(3) Shipboard incineration of polyvinyl chlorides (PVCs) shall be prohibited, except in a shipboard incinerator for which Type Approval Certificates have been issued.

Explanation.— For the purpose of this sub-paragraph, Type Approval Certificates to be issued in accordance with the Revised guidelines for the implementation of Annex V of MARPOL (resolution MEPC.59(33), as amended by resolution MEPC.92(45)), or Standard

specification for shipboard incinerators (resolution MEPC.76(40), as amended by resolution MEPC.93(45)), or 2014 Standard specification for shipboard incinerators (resolution MEPC 244(66)), as may be further amended.

(4) Shipboard incineration of sewage sludge and sludge oil generated during normal operation of a vessel may also take place in the main or auxiliary power plant or boilers, but in those cases, shall not take place inside ports, harbours and estuaries.

(5) Nothing in this paragraph either—

(a) affects the incineration at sea prohibitions of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended, and the 1996 Protocol thereto, or other requirements thereof; or

(b) precludes the development, installation and operation of alternative design shipboard thermal waste treatment devices that meet or exceed the requirements of this paragraph.

(6) (a) Except as provided in clause (b), each incinerator that is installed on board a vessel constructed on or after 1 January 2000 or incinerator that is installed on board a vessel on or after 1 January 2000 shall meet the requirements contained in Appendix III to Second Schedule and each incinerator subject to this sub-paragraph shall be approved by the Director-General taking into account the standard specification for shipboard incinerators adopted by the organisation; or

Explanation.— For the purpose of this sub-paragraph, "standard specification for shipboard incinerators adopted by the organisation" means the 2014 Standard specification for shipboard incinerators (resolution MEPC.244(66)), or Standard specification for shipboard incinerators (resolution MEPC.76(40), as amended by resolution MEPC.93(45)), and Type approval of shipboard incinerators (MEPC.1/Circ.793), as may be further amended.

(b) The Director-General may allow exclusion from the application of clause (a) to any incinerator that is installed before 19 May 2005 on board a vessel, where the vessel is solely engaged in voyages within waters subject to the sovereignty or jurisdiction of India.

(7) Incinerators installed in accordance with the requirements of clause (a) of sub-paragraph (6) shall be provided with a manufacturer's operating manual, which is to be retained with the unit and which shall specify how to operate the incinerator within the limits described in paragraph 2 of Appendix III of Second Schedule.

(8) Personnel responsible for the operation of an incinerator installed in accordance with the requirements of clause (a) of sub-paragraph (6) shall be trained to implement the guidance provided in operating manual of the manufacturers as required by sub-paragraph (7).

(9) For incinerators installed in accordance with the requirements of clause (a) of sub-paragraph (6), the combustion chamber gas outlet temperature shall be monitored at all times when the unit is in operation:

where that incinerator is of the continuous-feed type, waste shall not be fed into the unit when the combustion chamber gas outlet temperature is below 850°C:

where that incinerator is of the batch-loaded type, the unit shall be designed so that the combustion chamber gas outlet temperature shall reach 600°C within five minutes after start-up and will thereafter stabilize at a temperature not less than 850°C.

6. Fuel oil availability and quality.—(1) The Director-General shall take all reasonable steps to promote the availability of fuel oils that comply with these rules at ports and terminals within the jurisdiction of India and inform the organisation of the availability of compliant fuel oils in its ports and terminals.

(2) (a) If any vessel is found not to be in compliance with the standards for compliant fuel oils set forth in these rules, the Director-General may require the vessel to fulfil the following requirements, namely:—

(i) present a record of the actions taken to attempt to achieve compliance; and

(ii)provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.

(b) The Director-General shall not require a vessel to deviate from its intended voyage or delay unduly the voyage in order to achieve compliance.

(c) If a vessel provides the information set forth in clause (a), the Director-General shall take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures.

(d) A vessel registered under the Act shall notify the Director-General and the competent authority of relevant Port of destination when it cannot purchase compliant fuel oil in the manner specified in Appendix VIII of the Second Schedule

(e) A vessel not registered under the Act and bound to a place or port in India shall inform the Director-General when it cannot purchase compliant fuel oil in the manner specified in Appendix VIII of the Second Schedule.

(f) The Director-General shall notify the organisation when a vessel has presented evidence of the non-availability of compliant fuel oil.

(3) Fuel oil delivered to and used on board a vessel to which these rules apply shall meet the following requirements, namely:—

(a) except as provided in clause (b),—

(i) the fuel oil shall be blends of hydrocarbons derived from petroleum refining which shall not preclude the incorporation of small amounts of additives intended to improve some aspects of performance;

(ii) the fuel oil shall be free from inorganic acid;

(iii) the fuel oil shall not include any added substance or chemical waste which, jeopardizes the safety of vessels or adversely affects the performance of the machinery or is harmful to personnel or contributes overall to additional air pollution.

(b) fuel oil derived by methods other than petroleum refining shall not—

(i) exceed the applicable sulphur content set forth in paragraph 3 of this schedule;

(ii) cause an engine to exceed the applicable NO_x emission limits set forth in sub-paragraphs (3), (4), sub-clause (i) of clause (a) of sub-paragraph (5), and clause (d) of sub-paragraph (7) of paragraph 2;

(iii) contain inorganic acid; or

(iv) jeopardize the safety of vessels or adversely affects the performance of the machinery or be harmful to personnel or contribute overall to additional air pollution.

(4) This paragraph does not apply to coal in its solid form or nuclear fuels and sub-paragraphs (5), (6), (7), (8) and clauses (b) to (d) of sub-paragraph (9), do not apply to a low-flashpoint fuel or a gas fuel.

(5) (a) For each vessel, subject to the provisions of rules 6, 7 and 8, details of fuel oil delivered to and used on board that vessel shall be recorded by means of a bunker delivery note, either in digital form or in hard copy form, that shall contain at least the information specified in Appendix IV of the Second Schedule.

(b) For each vessel, subject to the provisions of rules 6, 7 and 8, details of low-flashpoint fuel or gas fuel delivered to and used on board that vessel shall be recorded by means of a bunker delivery note that shall include at least the information specified in items 1 to 6 of Appendix IV of the Second Schedule, the density as determined by a test method appropriate to the fuel type together with the associated temperature and a declaration signed and certified by the fuel oil supplier's representative that the fuel oil is in conformity with sub-paragraph (3) and in addition the sulphur content of a low-flashpoint fuel or a gas fuel delivered to a vessel specifically for use on board that vessel shall be documented on the bunker delivery note by the supplier in terms of either the actual value as determined by a test method appropriate to the fuel type or, with the agreement of the appropriate authority

at the port of supply, a statement that the sulphur content, when tested by such a method, is less than 0.001% m/m.

(6) The bunker delivery note shall be kept on board the vessel in such a place as to be readily available for inspection at all reasonable times and it shall be retained for a period of three years after the fuel oil has been delivered on board.

(7) Officers duly authorised under the Act may—

(a) inspect the bunker delivery notes on board any vessel to which either these rules or the convention applies while the vessel is in the port or offshore terminal of India;

(b) make a copy of each delivery note;

(c) require the master or person in charge of the vessel to certify that each copy is a true copy of such bunker delivery note; and

(d) verify the contents of each note consultations with the port where the note was issued:

Provided that the inspection of the bunker delivery notes and the taking of certified copies by officers shall be performed as expeditiously as possible without causing the vessel to be unduly delayed.

(8) The bunker delivery note shall be accompanied by a MAPROL Delivered Sample, which is representative sample of the fuel oil delivered taking into account guidelines developed by the organisation, and which shall be sealed and signed by the supplier's representative and the master or officer in charge of the bunker operation on completion of bunkering operations and retained under the vessel's control until the fuel oil is substantially consumed, but in any case for a period of not less than twelve months from the time of delivery and where the Director-General requires such representative sample to be analysed, it shall be done in accordance with the verification procedure set forth in Appendix V of the Second Schedule to determine whether the fuel oil meets the requirements of these rules.

Explanation.— For the purpose of this sub-paragraph, "guidelines developed by the organisation" means 2009 Guidelines for the Sampling of Fuel Oil for Determination of Compliance with the Revised MARPOL Annex VI vide MEPC 182(59), as may be amended.

(9) The Director-General shall ensure that appropriate authorities designated by it fulfil the following duties, namely:—

(a) approving local suppliers of fuel oil taking into account guidelines adopted by the organisation and maintaining a register of all approved local suppliers of fuel oil;

Explanation.— For the purpose of this clause, "guidelines adopted by the organisation" means the Guidance for Best Practice for Member State/Coastal State vide MEPC.1/Circ.884, as may be amended.

(b) requiring approved local suppliers to provide the bunker delivery note and, if applicable the MARPOL delivered sample as required by this paragraph, certified by

the fuel oil supplier that the fuel oil meets the requirements of paragraph 3 and this paragraph;

(c) requiring approved local suppliers to retain a copy of the bunker delivery note for at least three years for inspection and verification by the port State as necessary;

(d) take action as appropriate against approved local fuel oil suppliers that have been found to deliver fuel oil that does not comply with that stated on the bunker delivery note;

(e) informing the administration concerned of any vessel receiving fuel oil found to be non-compliant with the requirements of paragraph 3 and this paragraph; and

(f) informing the organisation of all cases where fuel oil suppliers have failed to meet the requirements specified in paragraph 3 and this paragraph.

(10) In connection with port State inspections carried out by the Director-General, the Director-General shall—

(a) inform all the concerned under whose jurisdiction a bunker delivery note was issued of cases of delivery of non-compliant fuel oil, giving all relevant information; and

(b) ensure that remedial action as appropriate is taken to bring non-compliant fuel oil discovered into compliance.

(11) For every vessel of 400 gross tonnage and above on scheduled services with frequent and regular port calls, the Director- General may decide after application and consultation with affected parties that compliance with sub-paragraph (6) may be documented in an alternative manner which gives similar certainty of compliance with paragraph 3 and this paragraph.

PART II
ENERGY EFFICIENCY FOR VESSELS

7. Application.—(1) This part shall apply to the vessels of 400 gross tonnage and above.

(2) The provisions of this part shall not apply to—

(a) vessels solely engaged in voyages within waters subject to the sovereignty or jurisdiction of India:

Provided that the Director-General shall ensure, by adoption of appropriate measures, that such vessels are constructed and act in a manner consistent with this part, so far as is reasonable and practicable;

(b) vessels not propelled by mechanical means, and platforms including floating production storage and offloading units and floating storage units and drilling rigs, regardless of their propulsion.

(3) Paragraphs 8 to 11 shall not apply—

(a) to vessel which have non-conventional propulsion, except that paragraphs 8 and 10 shall apply to cruise passenger vessel having non-conventional propulsion and liquefied natural gas carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019, and paragraphs 9 and 11 shall apply to cruise passenger vessels having non-conventional propulsion and liquefied natural gas carriers having conventional or non-conventional propulsion;

(b) to category A vessels as defined in the Polar Code and such vessels are also exempted from paragraph 14 of this Schedule.

(4) Subject to the provisions of sub-paragraph (1), the Director-General may, for a vessel of 400 gross tonnage and above, upon the transfer of the vessel to Indian flag, accept waiver by the previous Administration, of the requirement from complying with paragraphs 8 and 10.

(5) The provisions of sub-paragraph (4) shall not apply to vessel of 400 gross tonnage and above—

(a) for which the building contract is placed on or after 1 January 2017; or

(b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2017; or

(c) the delivery of which is on or after 1 July 2019; or

(d) in cases of a major conversion of a new vessel or existing vessel, on or after 1 January 2017, and in which clauses (b) and (c) of sub-rule (4) of rule 6 apply.

(6) The Director-General, when allows or suspends, or withdraws or declines the application under sub-paragraph (4), on vessel registered under the Act after coming into effect of these rules, shall forthwith communicate to the organisation for circulation to the parties to the convention particulars thereof, for their information.

8. Attained Energy Efficiency Design Index.—(1) The attained energy efficiency design index shall be calculated for the following categories of vessels, namely:—

(a) each new vessel;

(b) each new vessel, which has undergone a major conversion; and

(c) each new or existing vessel, which has undergone a major conversion, that is so extensive that the vessel is regarded by the Director-General as a newly constructed vessel,

which falls into one or more of the categories such as bulk carrier, gas carrier, tanker, container vessel, refrigerated cargo carrier, general cargo vessel, combination carrier, passenger vessel, ro-ro cargo vessel, ro-ro cargo vessel (vehicle carrier), ro-ro passenger vessel, liquefied natural gas carrier, cruise passenger vessel. The attained energy efficiency design index shall be specific to each vessel and shall indicate the estimated performance of the vessel in terms of energy efficiency, and be accompanied by the

energy efficiency design index technical file that contains the information necessary for the calculation of the attained energy efficiency design index and that shows the process of calculation. The attained energy efficiency design index shall be verified, based on the energy efficiency design index technical file, by the Director-General.

(2) The attained energy efficiency design index shall be calculated taking into account guidelines developed by the organisation.

Explanation.— For the purpose of this sub-paragraph, "guidelines developed by the organisation" means the 2018 Guidelines on the method of calculation of the Energy Efficiency Design Index for new ships (resolution MEPC.308(73), as amended by resolutions MEPC. 322 (74) and MEPC. 332 (76), as may be amended.

(3) For each vessel subject to paragraph 10, the Director-General shall report to the organisation the required and attained energy efficiency design index values and relevant information, taking into account the guidelines developed by the organisation *via* electronic communication—

(a) within seven months of completing the survey required under sub-rule (4) of rule 6; or

(b) within seven months following 1 April 2022 for a vessel delivered prior to 1 April 2022.

Explanation.— For the purpose of this sub-paragraph, "guidelines developed by the organisation" means the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new vessels (resolution MEPC.308(73)), as amended by resolutions MEPC.322(74) and MEPC.332(76), as may be amended.

9. Attained energy efficiency existing ship index (attained EEXI)- (1) The attained energy efficiency existing ship index shall be calculated for—

(a) each vessel; and

(b) each vessel which has undergone a major conversion,

which falls into the categories of bulk carrier, gas carrier, tanker, container vessel, general cargo vessel, refrigerated cargo carrier, combination carrier , ro-ro cargo vessel, ro-ro cargo vessel (vehicle carrier), ro-ro passenger vessel, liquefied natural gas carrier and cruise vessel and the attained energy efficiency existing ship index shall be specific to each vessel and shall indicate the estimated performance of the vessel in terms of energy efficiency, and be accompanied by the energy efficiency existing ship index technical file which contains the information necessary for the calculation of the attained energy efficiency existing ship index and which shows the process of the calculation. The attained energy efficiency existing ship index shall be verified, based on the energy efficiency existing ship index technical file, by the Director-General.

(2) The attained energy efficiency existing ship index shall be calculated taking into account the guidelines developed by the organisation.

(3) Subject to the provisions of sub-paragraph (1), for each vessel to which paragraph 8 applies, the attained energy efficiency design index verified by the Director-General or by any organisation duly authorized by it in accordance with sub-paragraph (1) of paragraph 8 may be taken as the attained energy efficiency existing ship index if the value of the attained energy efficiency design index is equal to or less than that of the required energy efficiency existing ship index required by paragraph 11 and in this case, the attained energy efficiency existing ship index shall be verified based on the energy efficiency design index technical file.

10. Required energy efficiency design index - (1) For each:

(a) new vessel;

(b) new vessel which has undergone a major conversion; and

(c) new or existing vessel which has undergone a major conversion that is so extensive that the vessel is regarded by the Central Government as a newly constructed vessel,

which falls into one of the categories of bulk carrier, gas carrier, tanker, container vessel, general cargo vessel, refrigerated cargo carrier, combination carrier, ro-ro cargo vessel, ro-ro cargo vessel(vehicle), ro-ro passenger vessel liquefied natural gas carrier and cruise passenger vessel and to which this chapter is applicable, the attained energy efficiency design index shall be as follows:

Attained EEDI ≤ Required EEDI = $(1-\frac{X}{100})$ · Reference line value

where X is the reduction factor specified in table 1 for the required energy efficiency design index compared to the energy efficiency design index reference line.

(2) For each new and existing vessel that has undergone a major conversion which is so extensive that the vessel is regarded by the Administration as a newly constructed vessel, the attained energy efficiency design index shall be calculated and meet the requirement of sub-paragraph (1) with the reduction factor applicable corresponding to the vessel type and size of the converted vessel at the date of the contract of the conversion, or in the absence of a contract, the commencement date of the conversion.

Table 1 – Reduction factors (in percentage) for energy efficiency design index relative to the energy efficiency design index reference line

Vessel Type	Size	Phase 0 1 Jan 2013 – 31 Dec 2014	Phase 1 1 Jan 2015 – 31 Dec 2019	Phase 2 1 Jan 2020 – 31 Mar 2022	Phase 2 1 Jan 2020 – 31 Dec 2024	Phase 3 1 Jan 2022 and onwards	Phase 3 1 Jan 2025 and onwards
Bulk carrier	20,000 DWT and above	0	10		20		30
	10,000 and above but less than 20,000 DWT	n/a	0-10*		0-20*		0-30*
Gas carrier	15,000 DWT and above	0	10	20		30	
	10,000 and above but less than 15,000 DWT	0	10		20		30
	2,000 and above but less than 10,000 DWT	n/a	0-10*		0-20*		0-30*
Tanker	20,000 DWT and above	0	10		20		30
	4,000 and above but less than 20,000 DWT	n/a	0-10*		0-20*		0-30*
Container vessel	200,000 DWT and above	0	10	20		50	
	120,000 and above but less than 200,000 DWT	0	10	20		45	
	80,000 and above but less than 120,000 DWT	0	10	20		40	
	40,000 and above but less than	0	10	20		35	

	80,000 DWT						
	15,000 and above but less than 40,000 DWT	0	10	20		30	
	10,000 and above but less than 15,000 DWT	n/a	0-10*	0-20*		15-30*	
General Cargo vessels	15,000 DWT and above	0	10	15		30	
	3,000 and above but less than 15,000 DWT	n/a	0-10*	0-15*		0-30*	
Refrigerated cargo carrier	5,000 DWT and above	0	10		15		30
	3,000 and above but less than 5,000 DWT	n/a	0-10*		0-15*		0-30*
Combination carrier	20,000 DWT and above	0	10		20		30
	4,000 and above but less than 20,000 DWT	n/a	0-10*		0-20*		0-30*
LNG carrier***	10,000 DWT and above	n/a	10**	20		30	
Ro-ro cargo vessel (vehicle carrier)***	10,000 DWT and above	n/a	5**		15		30
Ro-ro cargo vessel***	2,000 DWT and above	n/a	5**		20		30
	1,000 and above but less than 2,000 DWT	n/a	0-5*,**		0-20*		0-30*
Ro-ro passenger vessel***	1000 DWT and above	n/a	5**		20		30
	250 and above but less than 1,000 DWT	n/a	0-5*,**		0-20*		0-30*
Cruise passenger vessel*** having non-conventional propulsion	85,000 GT and above	n/a	5**	20		30	
	25,000 and above but less than 85,000 GT	n/a	0-5*,**	0-20*		0-30*	

* Reduction factor to be linearly interpolated between the two values dependent upon vessel size. The lower value of the reduction factor is to be applied to the smaller vessel size.

** Phase 1 commences for those vessels on 1 September 2015.

*** Reduction factor applies to those vessels delivered on or after 1 September 2019.

Note: n/a means that no required EEDI applies.

(3) The reference line values shall be calculated as follows:

Reference line value = $a \cdot b^{-c}$

where *a*, *b* and *c* are the parameters given in table 2

Table 2 - Parameters for the determination of reference values for the different vessel types

Vessel type	**a**	**b**	**c**
Bulk carrier	961.79	DWT of the vessel where DWT≤279,000 279,000 where DWT > 279,000	0.477
Combination carrier	1,219.00	DWT of the vessel	0.488
Container vessel	174.22	DWT of the vessel	0.201
Cruise passenger vessel having non-conventional propulsion	170.84	GT of the vessel	0.214
Gas carrier	1,120.00	DWT of the vessel	0.456
General cargo vessel	107.48	DWT of the vessel	0.216
LNG carrier	2,253.7	DWT of the vessel	0.474
Refrigerated cargo carrier	227.01	DWT of the vessel	0.244
Ro-ro cargo vessel	1405.15	DWT of the vessel	0.498
	1686.17*	DWT of the vessel where DWT≤17,000* 17,000 where DWT > 17,000*	
Ro-ro cargo vessel (vehicle carrier)	$(DWT/GT)^{-0.7} \cdot 780.36$ where DWT/GT < 0.3 1,812.63 where DWT/GT ≥ 0.3	DWT of the vessel	0.471
	752.16	DWT of the vessel	0.38

Ro-ro passenger vessel	902.59*	DWT of the vessel where DWT≤10,000* 10,000 where DWT > 10,000*	1
Tanker	1,218.80	DWT of the vessel	0.488

* to be used from phase 2 and thereafter.

(4) If the design of a vessel allows it to fall into more than one of the vessel types specified in table 2, the required energy efficiency design index for the vessel shall be the most stringent (the lowest) required energy efficiency design index.

(5) For each vessel to which this paragraph applies, the installed propulsion power shall not be less than the propulsion power needed to maintain the manoeuvrability of the vessel under adverse conditions as defined in the guidelines to be developed by the organisation.

Explanation. — For the purpose of this sub-paragraph, the "guidelines developed by the organisation" means the Guidelines for determining minimum propulsion power to maintain the manoeuvrability of vessels in adverse conditions (MEPC.1/Circ.850/Rev.3), as may be amended.

(6) At the beginning of phase 1 and at the midpoint of phase 2, the organisation shall review the status of technological developments and, if proven necessary, amend the time periods, the energy efficiency design index reference line parameters for relevant vessel types and reduction rates set out in this paragraph.

11. Required energy efficiency existing ship index. – (1) For:

(a) each vessel; and

(b) each vessel which has undergone a major conversion,

which falls into one of the categories of bulk carrier, gas carrier, tanker, container vessel, general cargo vessel, refrigerated cargo carrier, combination carrier, ro-ro cargo vessel, ro-ro cargo vessel (vehicle), ro-ro passenger vessel, liquefied natural gas carrier and cruise vessel and to which this chapter is applicable, the attained energy efficiency existing ship index shall be as follows:

Attained EEXI ≤ Required EEXI = $(1 - \frac{Y}{100})$ · EEDI reference line value

Where Y is the reduction factor specified in Table 3 below for the required energy efficiency existing ship index compared to the energy efficiency design index reference line

Table 3 – Reduction (in percentage) for the energy efficiency existing ship index relative to the energy efficiency design index reference line

Vessel Type	Size	Reduction factor
Bulk carrier	200,000 DWT and above	15
	20,000 and above but less than 200,000 DWT	20
	10,000 and above but less than 20,000 DWT	0-20*
Gas carrier	15,000 DWT and above	30
	10,000 and above but less than 15,000 DWT	20
	2,000 and above but less than 10,000 DWT	0-20*
Tanker	200,000 DWT and above	15
	20,000 and above but less than 200,000 DWT	20
	4,000 and above but less than 20,000 DWT	0-20*
Container vessel	200,000 DWT and above	50
	120,000 and above but less than 200,000 DWT	45
	80,000 and above but less than 120,000 DWT	35
	40,000 and above but less than 80,000 DWT	30
	15,000 and above but less than 40,000 DWT	20
	10,000 and above but less than 15,000 DWT	0-20*
General cargo vessel	15,000 DWT and above	30

	3,000 and above but less than 15,000 DWT	0-30*
Refrigerated cargo carrier	5,000 DWT and above	15
	3,000 and above but less than 5,000 DWT	0-15*
Combination carrier	20,000 DWT and above	20
	4,000 and above but less than 20,000 DWT	0-20*
LNG carrier	10,000 DWT and above	30
Ro-ro cargo vessel (vehicle carrier)	10,000 DWT and above	15
Ro-ro cargo vessel	2,000 DWT and above	5
	1,000 and above but less than 2,000 DWT	0-5*
Ro-ro passenger vessel	1,000 DWT and above	5
	250 and above but less than 1,000 DWT	0-5*
Cruise passenger vessel having non conventional propulsion	85,000 GT and above	30
	25,000 and above but less than 85,000 GT	0-30*

*Reduction factor to be linearly interpolated between the two values dependent upon vessel size. The lower value of the reduction factor is to be applied to the smaller vessel size.

(2) The energy efficiency design index reference line values shall be calculated in accordance with sub-paragraphs (3) and (4) of paragraph 10. For ro-ro cargo vessels and ro-ro passenger vessels, the reference line value to be used from phase 2 and thereafter under sub-paragraph (3) of paragraph 10 shall be referred to.

12. Ship Energy Efficiency Management Plan.—(1) Each vessel shall keep on board a vessel specific Ship Energy Efficiency Management Plan (SEEMP), which may form part of the vessel's Safety Management System (SMS) and the Ship Energy Efficiency

Management Plan shall be developed taking into account guidelines adopted by the organisation and the green hydrogen standards wherever possible.

Explanation.— For the purpose of this sub-paragraph, "guidelines adopted by the organisation" means the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP Guidelines) (resolution MEPC. 346(78)), as may be amended.

(2) In the case of a vessel of 5,000 gross tonnage and above, the Ship Energy Efficiency Management Plan shall include a description of the methodology that will be used to collect the data required by sub-paragraph (1) of the paragraph 13 and the process that will be used to report the data to the vessel's administration concerned.

(3) In the case of a vessel of 5,000 gross tonnage and above, which falls into one or more of the categories of bulk carrier, gas carrier, tanker, container vessel, general cargo vessel, refrigerated cargo carrier, combination carrier, ro-ro cargo vessel, ro-ro cargo vessel (vehicle), ro-ro passenger vessel, liquefied natural gas carrier and cruise vessel, —

(a) on or before 1 January 2023 the Ship Energy Efficiency Management Plan shall include—

(i) a description of the methodology that will be used to calculate the vessel's attained annual operational CII required by paragraph 14and the process that will be used to report this value to the vessel's Administration concerned;

(ii) the required annual operational CII, as specified in paragraph 14, for the next three years;

(iii) an implementation plan documenting how the required annual operational CII will be achieved during the next three years; and

(iv) a procedure for self-evaluation and improvement.

(b) for a vessel rated as D for three consecutive years or rated as E in accordance with paragraph 14, the Ship Energy Efficiency Management Plan shall be reviewed in accordance with sub-paragraph (8) of paragraph 14 to include a plan of corrective actions to achieve the required annual operational CII.

(4) The Ship Energy Efficiency Management Plan shall be subject to verification and company audits taking into account the guidelines to be developed by the organisation.

Explanation. — For the purpose of this sub-paragraph, "guidelines to be developed by the organisation" means the Guidelines for the verification and company audits by the Administration of part III of the Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC.347(78), as may be amended.

13. Collection and reporting of ship fuel oil consumption data.—(1) Each vessel of 5,000 gross tonnage and above shall collect, either electronically or physically, the data specified in Appendix VI of Second Schedule, for that and each calendar year or portion

thereof, as appropriate, according to the methodology included in the Ship Energy Efficiency Management Plan.

(2) Except as provided for in sub-paragraphs (4), (5) and (6), at the end of each calendar year, the vessel shall aggregate the data collected in that calendar year or portion thereof, as appropriate.

(3) Except as provided for in sub-paragraphs (4), (5) and (6), within three months after the end of each calendar year, the vessels registered under the Act shall report to Director-General, the aggregated value for each datum specified in Appendix VI of Second Schedule, *via* electronic communication and using a standardised format developed by the organisation.

Explanation.— For the purpose of this sub-paragraph, "standardised format developed by the organisation" means the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP Guidelines) (resolution MEPC. 346(78)), as may be amended.

(4) In the event of the transfer of a vessel registered under the Act to another State, the vessel shall on the day of completion of the transfer or as close as practical thereto report to the Director-General, the aggregated data for the period of the calendar year corresponding Director-General, as specified in Appendix VI of Second Schedule and, upon prior request of the administration concerned, the disaggregated data.

(5) In the event of a change from one company to another, the vessel shall on the day of completion of the change or as close as practical thereto report to Director-General, the aggregated data for the portion of the calendar year corresponding to the company, as specified in Appendix VI of Second Schedule and, upon request of Director-General, the disaggregated data.

(6) In the event of transfer of the vessel flying the flag of another State to Indian flag and from one company to another concurrently, provisions of sub-paragraph (4) shall apply.

(7) The data shall be verified according to procedure established by the Director-General, taking into account guidelines developed by the organisation.

Explanation.— For the purpose of this sub-paragraph, "guidelines developed by the organisation" means the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and operational carbon intensity (Resolution MEPC. 348(78)), as may be amended.

(8) Except as provided for in sub-paragraphs (4), (5) and (6), the disaggregated data that underlies the reported data noted in Appendix VI of Second Schedule for the previous calendar year shall be readily accessible for a period of not less than twelve months from the end of that calendar year and be made available to the Director-General upon request.

(9) The Director-General shall ensure that the reported data noted in Appendix VI of Second Schedule by its registered vessel of 5,000 gross tonnage and above are transferred to the IMO Ship Fuel Oil Consumption Database *via* electronic communication and using a standardised format to be developed by the organisation not later than one month after issuing the statements of compliance of the vessel.

Explanation. — For the purpose of this sub-paragraph, "standardized format to be developed by the organisation" means 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC. 346(78)), as may be amended.

(10) The Director-General shall ensure that by 31st May of every year, all vessels of 400 gross tonnage and above, but below 5,000 gross tonnage, shall submit fuel consumption data to the recognised organisation, either electronically or physically:

Provided that there shall not be any requirement related to the description of the methodology that will be used to collect the data in the Ship Energy Efficiency Management Plan for such vessels.

14. Operational carbon intensity. — (1) After the end of calendar year 2026 and after the end of each following calendar year, each vessel of 5,000 gross tonnage and above which falls into one or more of the categories of bulk carrier, gas carrier, tanker, container vessel, general cargo vessel, refrigerated cargo carrier, combination carrier, ro-ro cargo vessel, ro-ro cargo vessel (vehicle), ro-ro passenger vessel, liquefied natural gas carrier and cruise vessel shall calculate the attained annual operational CII over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected in accordance with paragraph 13, taking into account the guidelines to be developed by the organisation.

Explanation. — For the purpose of this sub-paragraph, the "guidelines to be developed by the organisation" means the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1) (resolution MEPC.352(78)), and the 2022 Interim guidelines on correction factors and voyage adjustments for CII calculations (CII guidelines, G5) (resolution MEPC.355(78)), as may be amended.

(2) Within three months after the end of each calendar year, the vessel registered under the Act shall report to Director-General or any organisation duly authorised by it, the attained annual operational CII *via* electronic communication and using a standardised format to be developed by the organisation.

Explanation. — For the purpose of this sub-paragraph, "standardised format to be developed by the organisation" means 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC. 346(78)), as may be amended.

(3) Subject to the provisions of sub-paragraphs (1) and (2), in the event of any transfer of a vessel addressed in sub-paragraphs (4) (5) or (6) of paragraph 13 completed after 1 January 2023, a vessel shall, after the end of the calendar year in which the transfer takes place, calculate and report the attained annual operational CII for the full 12-month period from 1 January to 31 December in the calendar year during which the transfer took place, in accordance with sub-paragraphs (1) and (2), for verification in accordance with sub-rule (6) of rule 8, taking into account guidelines to be developed by the organisation and nothing in this paragraph relieves any vessel of its reporting obligations under paragraph 13 or this Schedule.

Explanation.— For the purpose of this sub-paragraph, "guidelines to be developed by the organisation" means 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC. 346(78)), as may be amended.

(4) For each vessel of 5,000 gross tonnage and above which falls into one or more of the categories of bulk carrier, gas carrier, tanker, container vessel, general cargo vessel, refrigerated cargo carrier, combination carrier, ro-ro cargo vessel, ro-ro cargo vessel(vehicle), ro-ro passenger vessel, liquefied natural gas carrier and cruise vessel, the required annual operational CII shall be determined as follows:

Required annual operational CII = $(1 - \frac{Z}{100}) \cdot CII_{\mathbf{R}}$

where,

Z is the annual reduction factor to ensure continuous improvement of the vessel's operational carbon intensity within a specific rating level; and

$CII_{\mathbf{R}}$ is the reference value.

(5) The annual reduction factor Z and the reference value $CII_{\mathbf{R}}$ shall be the values defined taking into account the guidelines to be developed by the organisation.

Explanation. — For the purpose of this sub-paragraph, "guidelines to be developed by the organisation" means 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factor guidelines, G3) (resolution MEPC.338(76) and the 2022 Guidelines on the reference on the reference lines for use with operational carbon intensity indicators (CII reference lines guidelines, G2) (resolution MEPC.353(78)), as may be amended.

(6) The attained annual operational CII shall be documented and verified against the required annual operational CII to determine operational carbon intensity rating A, B, C, D or E, indicating a major superior, minor superior, moderate, minor inferior, or inferior performance level, either by the Director-General or by any organisation duly authorised by it, taking into account the guidelines developed by the organisation. The middle point of rating level C shall be the value equivalent to the required annual operational CII set out in sub-paragraph (4).

(7) A vessel rated as D for three consecutive years or rated as E shall develop a plan of corrective actions to achieve the required annual operational CII.

(8) The Ship Energy Efficiency Management Plan shall be reviewed to include the plan of corrective actions accordingly, taking into account the guidelines to be developed by the organisation. The revised Ship Energy Efficiency Management Plan shall be submitted to the administration or any organisation duly authorised by it for verification, preferably together with, but in no case later than one month after reporting the attained annual operational CII in accordance with sub-paragraph (2).

Explanation.— For the purpose of this sub-paragraph, "guidelines to be developed by the organisation" means 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC. 346(78)), as may be amended.

(9) A vessel rated as D for three consecutive years or rated as E shall duly undertake the planned corrective actions in accordance with the revised Ship Energy Efficiency Management Plan.

(10) The Director-General or the port authorities, as the case may be, shall encourage the vessels rated A or B, or vessels which uses green hydrogen or green hydrogen derivatives as fuel, through incentives as may be decided.

(11) A review may be conducted by the Organization to assess: —

(a) the effectiveness of this paragraph in reducing the carbon intensity of international shipping;

(b) the need for reinforced corrective actions or other means of remedy, including possible additional Energy Efficiency Existing Ship Index (EEXI) requirements;

(c) the need for enhancement of the enforcement mechanism;

(d) the need for enhancement of the data collection system; and

(e) the revision of the Z factor and CIIR values.

Based on such review, the Director-General may decide to adopt amendments to this Schedule and such amendments shall be adopted and brought into force in accordance with the amendments brought into the Annex VI of the Convention.

SECOND SCHEDULE

[*See* rule 10]

FORMS

FORM I- FORM OF INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

…….

(full designation of the country)

By……

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[48]

Name of ship ……..

Distinctive Number or letters ……

IMO Number[49] ……..

Port of Registry ……..

Gross tonnage ……

This is to certify:

1. That the ship has been surveyed in accordance with the regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of Annex VI of the Convention

This certificate is valid until (dd/mm/yyyy)[50] …….

Subject to surveys in accordance with regulation 5 of Annex VI of the Convention

Completion date of survey on which this certificate is based (dd/mm/yyyy)…….

Issued at ……

(place of issue of certificate)

Date (dd/mm/yyyy) …… ……

(date of issues) (signature of duly authorized official issuing the certificate)

(seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Annual survey Signed …….

(signature of duly authorized official)

[1] Alternatively, the particulars of the ship may be placed horizontally in boxes

[2] In accordance with the IMO ship Identification number scheme

[3] Insert the date of expiry as specified by the Administration in accordance with regulation 9.1 of Annex VI of the Convention. The day and the month of this date correspond to the anniversary date as defined in regulation 2.1.3 of Annex VI of the Convention, unless amended in accordance with regulation 9.8 of Annex VI of the Convention.

Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

Annual survey/ Intermediate[51] survey Signed
……

(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

Annual survey/ Intermediate [52]survey Signed
……

(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

Annual survey Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

ANNUAL/ INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 9.8.3

THIS IS TO CERTIFY that, at an annual/intermediate survey in accordance with regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 9.3 APPLIES

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with regulation 9.3 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy)……..

Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 9.4 APPLIES

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with regulation 9.4 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy)……..

[4] Delete as appropriate

[5] Delete as appropriate

Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A REPAID OF GRACE WHERE REGULATION 9.5 OR 9.6 APPLIES

This certificate shall, in accordance with regulation 9.5 or 9.6[53] of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy)……..

Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE REGULATION 9.8 APPLIES

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy) .....

Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy) .....

Signed ……
(signature of duly authorized official)
Place ……
Date (dd/mm/yyyy) ……
(seal or stamp of the authority, as appropriate)

SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE (IAPP CERTIFICATE

Record of Construction and Equipment

Notes:

1. This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times
2. The Record shall be at least in English, Frech, or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute of discrepancy.
3. Entries in boxes shall be made by inserting either a cross (x) for the answer “yes” and “applicable” or a (-) for the answers “no” and “not applicable” as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization

[6] Delete as appropriate

1. Particulars of ship
1.1 Name of ship ……..
1.2 IMO number ……
1.3 Date on which keel was laid or ship was at a stage of construction (dd/mm/yyyy) ……..
1.4 Length (L)[54] metres ……
2 Control of emissions from ships
2.1 Ozone depleting substances (regulation 12)
2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service

System or equipment	Location on board	Substances

2.1.2 The following systems containing HCFCs installed before 1 January 2020 may continue in service

System or equipment	Location on board	Substances

2.2 Nitrogen oxides (No_x) (regulation 13)
2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC=Nox Technical Code 2008) (AM= Approved Method)		Engine # 1	Engine # 2	Engine #3	Engine #4	Engine #5
1	Manufacturer and model					
2	Serial number					
3	Use (applicable application cycle(s)-NTC 3.2)					
4	Rated power (kW) (NTC 1.3.11)					
5	Rated speed (RPM) (NTC 1.3.12)					
6	Identical engine installed ≥ 1/1/2000 exempted by 13.1.1.2					

[7] Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3 the Nox emission limit as given by regulation 13.5.1.1 will not apply

7	Identical engine installation date (dd/mm/yyyy) as per 13.1.1.2						
8a	Major Conversion (dd/mm/yyyy)	13.2.1.1 & 13.2.2					
8b		13.2.1.2 & 13.2.3					
8c		13.2.1.3 & 13.2.3					
9a	Tier I	13.3					
9b		13.2.2					
9c		13.2.3.1					
9d		13.2.3.2					
9e		13.7.1.2					
10a	Tier II	13.4					
10b		13.2.2					
10c		13.2.2 (Tier III not possible)					
10d		13.2.3.2					
10e		13.5.2 (Exemptions)					
10f		13.7.1.2					
11a	Nox Tier III	13.5.1.1					
11b	Emission Control	13.2.2					

	Areas						
11c		13.2.3.2					
11d		13.7.1.2					
12		Installed					
13	AM[55]	Not commercially available at this survey					
14		Not applicable					

2.3 Sulphur oxides (SO_x) and particular matter (regulation 14)

2.3.1 When the ship operates outside of an emission control area specified in regulation 14.3, the ship uses

1. fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.50% m/m, and/or…….....

2. an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6 that is at least as effective in terms of SO_X emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.50% m/m…….....

2.3.2 When the ship operates inside an emission control area specified in regulation 14.3. the ship uses:

.1 fuel oil a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.10% m/m, and/or……..

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6 that is at least as effective in terms of SO_X emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.10% m/m …… …….....

2.3.3 For a ship without an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6, the sulphur content of fuel oil carried for use on board the ship shall not exceed 0.50% m/m as documented by bunker delivery notes…….....

2.3.4 The ship is fitted with designated sampling point(s) in accordance with regulation 14.10 or 14.11.....

2.3.5 In accordance with regulation 14.12, the requirement for fitting or designating sampling point(s) in accordance with regulation 14.10 or 14.11 is not applicable for a fuel oil service system used for a low-flashpoint fuel or a gas fuel……□

2.4 *Volatile organic compounds (VOCs)* (regulation 15)

[8] Refer to the 2014 Gudelines on the approved method process (resolution MEPC. 243 (66)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585. …….

2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan ……..

2.4.2.2 VOC Management Plan approval reference: .....

2.5 *Shipboard incineration* (regulation 16)

The ship has an incinerator

.1 installed on or after 1 January 2000 that complies with

.1 resolution MEPC.76(40), as amended[56]…..…….....

.2 resolution MEPC.244(66)…...…….....……..……

.2 installed before 1 January 2000 which complies with:

.1 resolution MEPC.59(33), as amended[57]…...…….....……..…

.2 resolution MEPC.76(40), as amended[58]....…….....……

2.6 Equivalents (regulation 4)

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by Annex VI of the Convention:

System or equipment	Equivalent used	Approval reference

THIS IS TO CERTIFY that this Record is correct in all respects

Issued at ……

(place of issue of Record)

Date (dd/mm/yyyy)……. ……

(date of issue) (signature of duly authorised official issuing the Record)

(seal or stamp of the authority, as appropriate)

[9] As amended by resolution MEPC 93 (45)

[10] As amended by resolution MEPC 92 (45)

[11] As amended by resolution MEPC 93 (45)

FORM II– FORM OF INTERNATIONAL ENERGY EFFICIENCY (IEE) CERTIFICATE
INTERNATIONAL ENERGY EFFICIENCY CERTIFICATE (REGULATION 8.2)

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

……
(full designation of the country)

by…….
(full designation of the competent person or organization authorised under the provisions of the Convention)

Particulars of ship[59]
Name of ship ……..
Distinctive number or letters ……
Port of Registry ……..
Gross tonnage ……..
IMO Number[60] ……

THIS IS TO CERTIFY

7. That the ship has been surveyed in accordance with regulation 5.4. of Annex VI to the Convention; and
8. That the survey shows that the ship complies with the applicable requirements in regulations 22,23, 24, 25 and 26

Copletion date of survey on which this Certificate is based ……..
(dd/mm/yyyy)

Issued at ……..
(place of issue of certificate)

Date (dd/mm/yyyy) …… ……
(date of issue) (signature of duly authorised official Issuing the certificate)

(seal or stamp of the authority, as appropriate)

SUPPLEMENT TO THE INTERNATIONAL ENERGY EFFICIENCY CERTIFICATE
(IEE CERTIFICATE)
RECORD OF CONSTRUCTION RELATING TO ENERGY EFFICIENCY

[12] Alternatively, the particulars of the ship may be placed horizontally in boxes

[13] In accordance with the IMO ship Identification number scheme (resolution A.1117(30)

Notes:

1 This Record shall be permanently attached to the IEE Certificate. The IEE Certificate shall be available on board the ship at all times.

2 The Record shall be at least in English, French or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy.

3 Entries in boxes shall be made by inserting either: a cross (x) for the answers "yes" and "applicable"; or a dash (-) for the answers "no" and "not applicable", as appropriate.

4 Unless otherwise stated, regulations mentioned in this Record refer to regulations in Annex VI of the Convention, and resolutions or circulars refer to those adopted by the International Maritime Organization.

3. Particulars of ship

3.1. Name of ship ……..
3.2. Imo number ……..
3.3. Date of building contract ……
3.4. Date of major conversion (if applicable) ……
3.5. Gross tonnage ……..
3.6. Deadweight ……..
3.7. Type of ship[61] ……..

4. Propulsion system

8.1 Diesel propulsion ……..
8.2 Diesel-electric propulsion ……..
8.3 Turbine propulsion ……..
8.4 Hybrid propulsion ……..
8.5 Propulsion system other than any of the above ……

9. Attained Energy Efficiency Design Index (EEDI)

9.1 The attained EEDI in accordance with regulation 22.1 is calculated based on the information contained in the EEDI technical file, which also shows the process of calculating the attained EEDI ……..
The attained EEDI is: ..... grams-CO_2/tonne-nautical mile
9.2 The attained EEDI is not calculated as:
9.2.1 the ship is exempt under regulation 22.1 as it is not a new ship as defined in regulation 2.2.18 .....
9.2.2 the type of propulsion system is exempt in accordance with regulation 19.3 .....
9.2.3 the requirement of regulation 22 is waived by the ship's Administration in accordance with regulation 19.4 .....

[14] Insert ship type in accordance with definitions specified in regulation 2.2. Ships falling into more than one of the ship types defined in regulation 2.2 should be considered as being the sip type with the most stringent (the lowest) required EEDI. If the ship does not fall into the ship types defined in regulation 2.2, insert “Ship other than ship types defined in regulation 2.22)”

9.2.4 the type of ship is exempt in accordance with regulation 22.1 .....

10. Required EEDI

10.1 Required EEDI is: …… grams -CO_2/tonne-mile

10.2 The required EEDI is not applicable as:

10.2.1 the ship is exempt under regulation 24.1 as it is not a new ship as defined in regulation 2.2.18.....

10.2.2 the type of propulsion system is exempt in accordance with regulation 19.3.....

10.2.3 the requirement of regulation 24 is waived by the ship's Administration in accordance with regulation 19.4 .....

10.2.4 the type of ship is exempt in accordance with regulation 24.1 .....

10.2.5 the ship's capacity is below the minimum capacity threshold in table 1 of regulation 24.2.....

11. Attained Energy Efficiency Existing Ship Index (EEXI)

11.1 The attained EEXI in accordance with regulation 23.1 is calculated taking into account the guidelines[62] developed by the Organization.....
The attained EEXI is ……. Grams -CO_2/tonne-mile

11.2 The attained EEXI is not calculated, as:

11.2.1 the type of propulsion system is exempt in accordance with regulation 19.3.....

11.2.2 the type of ship is exempt in accordance with regulation 23.1.....

12. Required EEXI

12.1 The required EEXI is:…….grams-CO_2/tonne-mile in accordance with regulation 25

12.2 The required EEXI is not applicable, as:

12.2.1 the type of propulsion system is exempt in accordance with regulation 19.3.....

12.2.2 the type of ship is exempt in accordance with regulation 25.1.....

12.2.3 the ship's capacity is below the minimum capacity threshold in table 3 of regulation 25.1.....

13. **Ship Energy Efficiency Management Plan**

13.1 The ship is provided with a Ship Energy Efficiency Management Plan (SSEMP) in compliance with regulation 26
…….

14. EEDI technical file

14.1 The IEE Certificate is accompanied by the EEDI technical file in compliance with regulations 22.1……’

14.1.1 The EEDI technical file identification/ verification number ……..

14.1.2 The EEDI technical file verification date ……..

[15] Refer to the 2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI) (resolution MEPC.350 (78)

15. EEXI technical file

15.1 The IEE Certificate is accompanied by the EEXI technical file in compliance with regulation 23.1 .....

9.1.1. The EEXI technical file identification/verification number.....

9.1.2 The EEXI technical file verification date.....

9.2 The IEE Certificate is not accompanied by the EEXI technical file as the attained EEDI is used as an alternative to the attained EEXI .....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at ……..

(place of the issuing authority, as appropriate)

Date (dd/mm/yyyy) …… ……

(date of issue) (signature of duly authorized official Issuing the record)

FORM III-FORM OF EXEMPTION CERTIFICATE FOR UNSP BARGES(Regulation 8.4)

INTERNATIONAL AIR POLLUTION PREVENTION EXEMPTION CERTIFICATE FOR UNMANNED NON-SELF-PROPELLED (UNSP) BARGES

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....

(full designation of the country)

by .....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[63]

Name of ship .....

Distinctive number or letters .....

IMO Number[64].....

Port of registry .....

Gross tonnage .....

THIS IS TO CERTIFY THAT:

1 the UNSP barge has been surveyed in accordance with regulation 3.4 of Annex VI of the Convention

2 the survey shows that the UNSP barge:

.1 is not propelled by mechanical means;

.2 has no system, equipment and/or machinery fitted that may generate emissions controlled by Annex VI to the Convention; and

.3 has neither persons nor living animals on board; and 3 the UNSP barge is exempted, under regulation 3.4 of Annex VI to the Convention, from the certification and related survey requirements of regulations 5.1 and 6.1 of Annex VI to the Convention.

This Certificate is valid until (dd/mm/yyyy) .....

subject to the exemption conditions being maintained.

Completion date of the survey on which this Certificate is based (dd/mm/yyyy) .....

[16] Alternatively, the particulars of the ship may be placed horizontally in boxes

[17] In accordance with the IMO ship Identification number scheme (resolution A.1117 (30))

Issued at .....
(place of issue of certificate)
Date(dd/mm/yyyy): ....
(date of issue) (signature of duly authorized official issuing the certificate)
(seal or stamp of the authority, as appropriate)

FORM IV – FORM OF INDIAN AIR POLLUTION PREVENTION CERTIFICATE (Rule 7)

INDIAN AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of Merchant Shipping (Prevention of Air Pollution from the Ships) Rules, 2026, under the authority of the Government of India
By …….
(full designation of the competent person or organisation authorised under the provisions of these rules)
Particulars of vessel[65]
Name of vessel ……..
IMO Number[66] ……..
Distinctive numbers of letters……..
Port of registry……
Gross tonnage……
THIS IS TO CERTIFY:

(3) That the vessel has been surveyed in accordance with rule 6 of these rules and
(4) That the survey shows that the equipment, systems, fittings, arrangements and material fully comply with the applicable requirement of these Rules

This Certificate is valid until (dd/mm/yyyy)[67]……..
Subject to the survey in accordance with rule 6
Completion date of survey on which this certificate is based (dd/mm/yyyy) ……
Issued at……
(place of issue of certificate)
Date (dd/mm/yyyy)…… ……
(date of issue) (signature of duly authorised official issuing the certificate)

ENDORESEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

This is to certify that, at a survey required by rule 6, the vessel was found to comply with the relevant provisions of these rules

Annual Survey: signed ……..
(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)
Annual/ Intermediate[68] survey: signed
……

[18] Alternatively, the particulars of the ship may be placed horizontally in boxes
[19] In accordance with the IMO ship Identification number scheme (resolution A.1117 (30))
[20] Insert the date of expiry as specified by the Administration in accordance with rule11 (1). The day and the month of this date correspond to the anniversary date as defined in rule 2 (1) (g), unless amended in accordance with rule 11 (8).
[21] Delete as appropriate

(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..

(seal or stamp of the authority, as appropriate)

Annual/ Intermediate[69] survey: signed
……

(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

ANNUAL/ INTERMEDIATE SURVEY IN ACCORDANCE WITH RULE 11(8)(c)

THIS IS TO CERTIFY that, at an annual/intermediate survey in accordance with the clause (c) of sub rule (8) of rule 11, the vessel was found to comply with the relevant provisions of these rules

signed ……
(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN FIVE YEARS WHERE RULE 11(3) APPLIES

This vessel complies with the relevant provisions of the rules and this certificate shall, in accordance with the rule 11(3) be accepted as valid until (dd/mm/yyyy)……..

signed ……
(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND RULE 11(4) APPLIES

This vessel complies with the relevant provisions of the rules and this certificate shall, in accordance with the rule 11(4) be accepted as valid until (dd/mm/yyyy)……..

signed ……
(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE RULES 11(5) or 11 (6) APPLIES

This certificate shall, in accordance with sub rules (5) or (6) rule 11[70], be accepted as valid until (dd/mm/yyyy)……..

signed ……

[22] Delete as appropriate
[23] Delete as appropriate

(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE RULE 11 (8) APPLIES

In accordance with sub rule (8) of rule 11 of these rules, the new anniversary date is (dd/mm/yyyy)……..

signed ……
(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

In accordance with sub rule (8) of rule 11 of these rules, the new anniversary date is (dd/mm/yyyy)……..

signed ……
(signature of duly authorised official)
Place ……
Date (dd/mm/yyyy)……..
(seal or stamp of the authority, as appropriate)

SUPPLEMENT TO INDIAN AIR POLLUTION PREVENTION CERTIFICATE (InAPP CERTIFICATE)
RECORD OF CONSTRUCTION AND EQUIPMENT

Notes:

1 This Record shall be permanently attached to the InAPP Certificate. The InAPP Certificate shall be available on board the vessel at all times.

2 The Record shall be in English. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

3 Entries in boxes shall be made by inserting either: a cross (x) for the answers “yes” and “applicable”; or a dash (–) for the answers “no” and “not applicable”, as appropriate.

4 Unless otherwise stated, regulations mentioned in this Record refer to these rules

3. Particulars of vessel
3.1 Name of the vessel……..
3.2 Registration Number (IMO number)……
3.3 Date on which keel was laid or vessel was at similar stage of construction (dd/mm/yyyy)……..

3.4 Length (L) metres[71]……..

4. Control emission from vessels

4.1 Ozone depleting substances (Paragraph 1 of First Schedule to these rules)

4.1.1. The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System or equipment	**Location on board**	**Substance**

2.1.2 The following systems containing HCFCs installed before 1 January 2020 may continue in service

System or equipment	Location on board	Substance

4.2 Nitrogen oxides (NOx) (Paragraph 2 of the First Schedule to these rules)

4.2.1 The following marine diesel engines installed on this vessel are in accordance with the requirements of paragraph 2 of the First Schedule to these rules, as indicated:

Applicable rules (NTC=Nox Technical Code 2008) (AM= Approved Method)		Engine # 1	Engine # 2	Engine #3	Engine #4	Engine #5
1	Manufacturer and model					
2	Serial number					
3	Use (applicable application cycle(s)-NTC 3.2)					
4	Rated power (kW) (NTC 1.3.11)					
5	Rated speed (RPM) (NTC 1.3.12)					
6	Identical engine installed ≥ 1/1/2000 exempted paragraph 2 (1)(a) (ii) of	☐	☐	☐	☐	☐

[24] Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely for recreational purposes and to which, in accordance with paragraph 2 (5) (b) (i) or paragraph 2 (5) (b) (iii) the Nox emission limit as given by paragraph 2 (5) (a) (i) will not apply

	First Schedule to these Rules						
7	Identical engine installation date (dd/mm/yyyy) as per paragraph 2 (1)(a) (ii) of First Schedule to these Rules						
8a	Major Conversion (dd/mm/yyyy)	2 (2) (a) (i) & 2(2) (b)					
8b		2 (2) (a) (ii) & 2 (2) (c)					
8c		2(2)(a)(iii) & 2(2) (c)					
9a	Tier I	2(3)					
9b		2 (2).(b)					
9c		2 (2)(c)(i)					
9d		2(2)(c)(ii)					
9e		2(7)(a)(ii)					
10a	Tier II	2 (4)					
10b		2(2)(b)					
10c		2 (2) (b) (Tier III not possible)					
10d		2 (2) (c)(ii)					
10e		2 (5) (b) (Exemptions)					
10f		2 (7) (a) (ii)					

11a	Nox Tier III	2 (5)(a) (i)					
11b	Emission Control Areas	2 (2) (b)					
11c		2 (2) (c) (ii)					
11d		2 (7)(a) (ii)					
12	AM[72]	Installed					
13		Not commercially available at this survey					
14		Not applicable					

4.3 Sulphur oxides (SOx) and particulate matter (Paragraph 3 of the First Schedule to these rules)

4.3.1 When the vessel operates outside of an emission control area specified in sub paragraph (3) of paragraph 3 of the First Schedule to these rules, the vessel uses:

(iii) fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.50% m/m, and/0r …….

(iv) an equivalent arrangement approved in accordance with sub rule (1) of rule 5 as listed in paragraph 2.6 of this certificate, that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.50% m/m……

4.3.2 When the vessel operates inside an emission control area specified in sub paragraph (3) of paragraph 3 of the First Schedule to these rules, the vessels uses

. 1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.10% m/m, and/or ……..

.2 an equivalent arrangement approved in accordance with sub rule (1) of rule 6 as listed in paragraph 2.6 of this certificate, that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.10% m/m

4.3.3 For a vessel without an equivalent arrangement approved in accordance with sub rule (1) of rule 5 as listed in paragraph 2.6 of this certificate, the sulphur content

[25] Refer to the 2014 Guidelines on the approved method process (resolution MEPC. 243 (66)

of fuel oil carried for use on board the vessel shall not exceed 0.50% m/m as documented by bunker delivery notes…….

4.3.4 The vessel is fitted with designated sampling point(s) in accordance with sub paragraphs (10) or (11) of paragraph 3 of the First Schedule to these rules

4.3.5 In accordance with sub paragraph (12) of paragraph 3 of the First Schedule to these rules, the requirement for fitting or designating sampling point(s) in accordance with sub paragraphs (10) or (11) of paragraph 3 is not applicable for a fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the vessel

4.4 Volatile organic compounds (VOCs) (paragraph 4 of the First Schedule to these Rules)

4.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585……..

2.6.2.1 For a tanker carrying crude oil, there is an approved VOC management plan……...

2.6.2.2 VOC management plan approval reference…….

2.7 Shipboard incineration (Paragraph 5 of the First Schedule to these Rules)

The vessel has an incinerator

.1 installed on or after 1 January 2000 that complies with:

.1 resolution MEPC.76(40), as amended[73]…….

.2 resolution MEPC 244 (66) ……..

.2 installed before 1 January 2000 that complies with:

.1 resolution MEPC 59(33) as amended[74]…….

.2 resolution MEPC 76(40) as amended[75]……..

2.8 Equivalents (Rule 5)

The vessel has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a vessel or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by these rules

System or equipment	Equivalent used	Approval reference

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at ……..

(place of issue of the records)

Date (dd/mm/yyyy) …… ……

(date of issue) (signature of duly authorised official issuing the record)

(seal or stamp of the authority, as appropriate)

[26] As amended by resolution MEPC 93 (45)

[27] As amended by resolution MEPC 92 (45)

[28] As amended by resolution MEPC 93 (45)

APPENDIX

APPENDIX I – TEST CYCLES AND WEIGHTING FACTORS (PARAGRAPH 2 OF FIRST SCHEDULE)

The following test cycles and weighting factors shall be applied for verification of compliance of marine diesel engines with the applicable NO_x limit in accordance with paragraph 2 of First Schedule using the test procedure and calculation method as specified in the revised NO_X Technical Code 2008.

.1 For constant-speed marine engines for vessel main propulsion, including diesel-electric drive, test cycle E2 shall be applied;

.2 For controllable-pitch propeller sets test cycle E2 shall be applied;

.3 For propeller-law-operated main and propeller-law-operated auxiliary engines the test cycle E3 shall be applied;

.4 For constant-speed auxiliary engines test cycle D2 shall be applied; and

.5 For variable-speed, variable-load auxiliary engines, not included above, test cycle C1 shall be applied.

Test cycle for *constant speed main propulsion* application (including diesel-electric drive and all controllable-pitch propeller installations)

Test cycle type E2	Speed	100 %	100 %	100 %	100 %
	Power	100 %	75%	50%	25%
	Weighting factor	0.2	0.5	0.15	0.15

Test cycle for *propeller-law-operated main* and *propeller-law-operated auxiliary engine* application

Test cycle type E3	Speed	100 %	91 %	80 %	63 %
	Power	100 %	75 %	50 %	25 %
	Weighting factor	0.2	0.5	0.15	0.15

Test cycle for *constant-speed auxiliary engine* application

Test cycle type D2	Speed	100 %	100 %	100 %	100 %	100 %
	Power	100 %	75%	50%	25%	10%
	Weighting factor	0.05	0.25	0.3	0.3	0.1

Test cycle for *variable-speed and -load auxiliary engine* application

Test cycle type C1	Speed	Rated				Intermediate			Idle
	Torque	100 %	75 %	50 %	10 %	100 %	75 %	50 %	0 %
	Weighting factor	0.15	0.15	0.15	0.1	0.1	0.1	0.1	0.15

In the case of an engine to be certified in accordance with sub clause (i) of clause (a) of sub paragraph (5) of paragraph 2 of First Schedule to these rules, the specific emission at each individual mode point shall not exceed the applicable NO_x emission limit value by more than 50% except as follows:

.1 The 10% mode point in the D2 test cycle.

.2 The 10% mode point in the C1 test cycle.

.3 The idle mode point in the C1 test cycle.

APPENDIX II – CRITERIA AND PROCEDURES FOR THE DESIGNATION OF EMISSION CONTROL AREAS (PARAGRAPHS 2 (6) AND 3(3) OF FIRST SCHEDULE)

(1) **Objectives**

(a) The purpose of this appendix is to provide the criteria and procedures for formulating and submitting proposals for the designation of emission control areas and to set forth the factors to be considered in the assessment of such proposals by the Organization.

(b) Emissions of NO_x, SO_x and particulate matter from ocean-going vessels contribute to ambient concentrations of air pollution in cities and coastal areas around the world. Adverse public health and environmental effects associated with air pollution include premature mortality, cardiopulmonary disease, lung cancer, chronic respiratory ailments, acidification and eutrophication.

(c) An emission control area should be considered for adoption by the Organization if supported by a demonstrated need to prevent, reduce and control emissions of NO_x or SO_x and particulate matter or all three types of emissions (hereinafter emissions) from vessels.

(2) **Process for the designation of emission control areas**

(a) A proposal to the Organization for the designation of an emission control area for NO_x or SO_x and particulate matter or all three types of emissions may be submitted only by Central Government. Where any other state(s) is have an interest in a particular area, a coordinated proposal should be formulated by the Central Government.

(b) A proposal to designate a given area as an emission control area should be submitted to the Organization in accordance with the rules and procedures established by the Organization.

3 **Criteria for designation of an emission control area**

(a) The proposal shall include:

(i) a clear delineation of the proposed area of application, along with a reference chart on which the area is marked;

(ii) the type or types of emission(s) that is or are being proposed for control (i.e. NO_x or SO_x and particulate matter or all three types of emissions);

(iii) a description of the human populations and environmental areas at risk from the impacts of vessel emissions;

(iv) an assessment that emissions from vessels operating in the proposed area of application are contributing to ambient concentrations of air pollution or to adverse environmental impacts. Such assessment shall include a description of the impacts of the relevant emissions on human health and the environment, such as adverse impacts on terrestrial and aquatic ecosystems, areas of natural productivity, critical habitats, water quality, human health, and areas of cultural and scientific significance, if applicable. The sources of relevant data including methodologies used shall be identified;

(v) relevant information, pertaining to the meteorological conditions in the proposed area of application, to the human populations and environmental areas at risk, in particular prevailing wind patterns, or to topographical, geological, oceanographic, morphological or other

conditions that contribute to ambient concentrations of air pollution or adverse environmental impacts;

(vi) the nature of the vessel traffic in the proposed emission control area, including the patterns and density of such traffic;

(vii) a description of the control measures taken by the proposing Party or Parties addressing land-based sources of NO_x, SO_x and particulate matter emissions affecting the human populations and environmental areas at risk that are in place and operating concurrently with the consideration of measures to be adopted in relation to provisions of paragraphs 2 and 3 of First Schedule to these rules; and

(viii) the relative costs of reducing emissions from vessels when compared with land-based controls, and the economic impacts on shipping engaged in international trade.

(b) The geographical limits of an emission control area will be based on the relevant criteria outlined above, including emissions and deposition from vessels navigating in the proposed area, traffic patterns and density, and wind conditions.

(4) **Procedures for the assessment and adoption of emission control areas by the Organization**

(a) The Organization shall consider each proposal submitted to it by a Party or Parties.

(b) In assessing the proposal, the Organization shall take into account the criteria that are to be included in each proposal for adoption as set forth in section 3 above.

(c) An emission control area shall be designated by means of an amendment to Annex VI of the Convention, considered, adopted and brought into force in accordance with article 16 of the Convention.

(5) **Operation of emission control areas**

(a) Parties that have vessels navigating in the area are encouraged to bring to the Organization any concerns regarding the operation of the area.

APPENDIX III – TYPE APPROVAL AND OPERATING LIMITS FOR SHIPBOARD INCINERATORS (PARAGRAPH 5 OF FIRST SCHEDULE)

(1) Shipboard incinerators described in clause (a) of sub paragraph (6) of paragraph 5 of the First Schedule to these Rules shall possess an IMO Type Approval Certificate for each incinerator. In order to obtain such certificate, the incinerator shall be designed and built to an approved standard as described in clause (a) of sub paragraph (6) of paragraph 5 of the First Schedule to these Rules. Each model shall be subject to a specified type approval test operation at the factory or an approved test facility, and under the responsibility of the Administration, using the following standard fuel/waste specification for the type approval test for determining whether the incinerator operates within the limits specified in paragraph 2 of this appendix:

Sludge Oil Consisting of:	75% sludge oil from heavy fuel oil (HFO); 5% waste lubricating oil; and 20% emulsified water.
Solid waste consisting of:	50% food waste;

50% rubbish containing;
approx. 30% paper,
" 40% cardboard,
" 10% rags,
" 20% plastic
The mixture will have up to 50% moisture and 7% incombustible solids.

(2) Incinerators described in clause (a) of sub paragraph (6) of paragraph 5 of the First Schedule to these rules shall operate within the following limits:

O_2 in combustion chamber:	6–12%
CO in flue gas maximum average:	200 mg/MJ
Soot number maximum average:	Bacharach 3 or Ringelmann 1 (20% opacity) (a higher soot number is acceptable only during very short periods such as starting up)
Unburned components in ash residues:	Maximum 10% by weight
Combustion chamber flue gas outlet temperature range:	850–1200°C

APPENDIX IV – INFORMATION TO BE INCLUDED IN THE BUNKER DELIVERY NOTE (PARAGRAPH 6 (5) OF SCHEDULE I)

1. Name and IMO Number of receiving vessel
2. Port
3. Date of commencement of delivery
4. Name, address, and telephone number of marine fuel oil supplier
5. Product name(s)
6. Quantity in metric tons
7. Density at 15°C (kg/m^3)[76]
8. Sulphur content (%m/m)[77]
9. The flashpoint (°C) specified in accordance with standards acceptable to the Organization, or a statement that the flashpoint has been measured at or above 70°C
10. A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with of sub paragraph (3) of paragraph 6 of the First Schedule to these rules and that the sulphur content of the fuel oil supplied does not exceed:

□ the limit value given by sub paragraph (1) of paragraph 3 of First Schedule to these rules;

□ the limit value given by sub paragraph (4) of paragraph 3 of First Schedule to these rules; or

□ the purchaser's specified limit value of _____ (% m/m), as completed by the fuel oil supplier's representative and on the basis of the purchaser's notification that the fuel oil:

(1) is intended to be used in combination with an equivalent means of compliance in accordance with rule 5; or

(2) is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction and control technology research in accordance with rule 4 (2) of these rules

The declaration shall be completed by the fuel oil supplier's representative by marking the

[29] Fuel oil shall be tested in accordance with ISO 3676:1998 or ISO 12185:1996

[30] Fuel oil shall be tested in accordance with ISO 8754:2003.

applicable box(es) with a cross (x).

APPENDIX V – VERIFICATION PROCEDURES FOR A MARPOL ANNEX VI FUEL OIL SAMPLE (PARAGRAPHS 6 (8) (b) OR PARAGRAPH 3(8))

The following relevant verification procedure shall be used to determine whether the fuel oil delivered to, in use or carried for use on board a vessel has met the applicable sulphur limit of paragraph 3 to the first Schedule to these rules.

This appendix refers to the following representative MARPOL Annex VI fuel oil samples:

- Part 1 – sample of fuel oil delivered[78] in accordance with clause (a) of sub paragraph (8) of paragraph 6 of First Schedule to these rules, hereafter referred to as the "MARPOL delivered sample" as defined in clause (mm) sub Rule (1) of rule 3
- Part 2 – sample of fuel oil in use,[79] intended to be used or carried for use on board in accordance with sub paragraph (8) of paragraph 3 of the First Schedule to these rules, hereafter referred to as the "in-use sample" as defined in clause (ee) of sub rule (1) of rule 3 and "onboard sample"[80] as defined in clause (rr) of sub rule (1) rule 3

Part 1 – MARPOL delivered sample

(1) General Requirements

(a) The representative sample of the fuel oil, which is required by clause (a) of sub paragraph (8) of paragraph 6 of the First Schedule to these rules (the MARPOL delivered sample), shall be used to verify the sulphur content of the fuel oil delivered to a vessel.

(b) A Party, through its competent authority, shall manage the verification procedure.

(c) A laboratory undertaking the sulphur testing procedure given in this appendix shall have valid accreditation[81] in respect of the test method to be used.

(2) Verification Procedure Part 1

(a)The MARPOL delivered sample shall be conveyed by the competent authority to the laboratory.

(b) The laboratory shall:

(i) record the details of the seal number and the sample label on the test record;

(ii) record the condition of the seal of the sample as received on the test record; and

(iii) reject any sample where the seal has been broken prior to receipt and record that rejection on the test record.

(c) If the seal of the sample as received has not been broken, the laboratory shall proceed with the verification procedure and shall:

(i) unseal the sample;

(ii) ensure that the sample is thoroughly homogenized;

(iii) draw two subsamples from the sample; and

(iv) reseal the sample and record the new reseal details on the test record.

(d) The two subsamples shall be tested in succession, in accordance with the specified test method referred to in clause (iii) sub rule (1) rule 3. For the purposes of this Part 1 verification procedure, the results of the test analysis shall be referred to as '1A' and '1B':

(i) results 1A and 1B shall be recorded on the test record in accordance with the requirements of the test method; and

---

[31] Samples taken in accordance with the 2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI (resolution MEPC.182(59))

[32] Samples taken in accordance with the 2019 Guidelines for board sampling for the verification of the sulphur content of the fuel oil used on board ships (MEPC..1/Circ.864/Rev.1)

[33] Refer to the 2020 Guidelines for on board sapling of fuel oil intended to be used or carried on board a ship (MEC.1/Circ.889)

[34] The laboratory is to be accredited to ISO/IEC 17025:2017 or an equivalent for the performance of the given sulphur content test ISO 8754:2003

(ii) if the results of 1A and 1B are within the repeatability (r)[82] of the test method, the results shall be considered valid; or

(iii) if the results 1A and 1B are not within the repeatability (r) of the test method, both results shall be rejected and two new subsamples shall be taken by the laboratory and tested. The sample bottle shall be resealed in accordance with paragraph 2(c)(iv) after the new subsamples have been taken.

(iv) in the case of two failures to achieve repeatability between 1A and 1B, the cause of that failure shall be investigated by the laboratory and resolved before further testing of the sample is undertaken. On resolution of that repeatability issue, two new subsamples shall be taken in accordance with paragraph 2(c) The sample shall be resealed in accordance with paragraph 2(c)(iv) after the new subsamples have been taken.

(e) If the test results of 1A and 1B are valid, an average of these two results shall be calculated. The average value shall be referred to as 'X' and shall be recorded on the test record:

(i) if the result X is equal to or less than the applicable limit required by paragraph 3 of First Schedule to these rules, the fuel oil shall be considered to have met the requirement; or

(ii) if the result X is greater than the applicable limit required by paragraph 3 of First Schedule to these rules, the fuel oil shall be considered to have not met the requirement.

Table 1: Summary of Part 1 MARPOL delivered sample procedure

On the basis of the test method referred to in clause (iii) of sub rule (1) of rule 3 of these rules		
Applicable limit % m/m: V	Result 2.5.1: X ≤ V	Result 2.5.2: X > V
0.10	Met the requirement	Not met the requirement
0.50		
	Result X reported to 2 decimal places	

(f) The final results obtained from this verification procedure shall be evaluated by the competent authority.

(g) The laboratory shall provide a copy of the test record to the competent authority managing the verification procedure.

Part 2 – In-use and onboard samples

(3) General Requirements

(a) The in-use or onboard sample, as appropriate, shall be used to verify the sulphur content of the fuel oil as represented by that sample of fuel oil at the point of sampling.

(b) A Party, through its competent authority, shall manage the verification procedure.

(c) A laboratory undertaking the sulphur testing procedure given in this appendix shall have valid accreditation[83] in respect of the test method to be used.

(4) Verification Procedure Part 2

(a) The in-use or onboard sample shall be conveyed by the competent authority to the laboratory.

(b) The laboratory shall:

(i) record the details of the seal number and the sample label on the test record;

(ii) record the condition of the seal of the sample as received on the test record; and

[35] Repeatability (r) calculation in accordance with ISO 4259:2017-2 and as defined in the test method used

[36] The laboratory is to be accredited to ISO/IEC 17025:2017 or an equivalent for the performance of the given sulphur content test ISO 8754:2003

(iii) reject any sample where the seal has been broken prior to receipt and record that rejection on the test record.

(c) If the seal of the sample as received has not been broken, the laboratory shall proceed with the verification procedure and shall:

(i) unseal the sample;

(ii) ensure that the sample is thoroughly homogenized;

(iii) draw two subsamples from the sample; and

(iv) reseal the sample and record the new reseal details on the test record.

(d) The two subsamples shall be tested in succession, in accordance with the specified test method referred to in Rule 3(1) (iii). For the purposes of this Part 2 verification procedure, the results obtained shall be referred to as '2A' and '2B':

(i) results 2A and 2B shall be recorded on the test record in accordance with the requirements of the test method; and

(ii) if the results of 2A and 2B are within the repeatability (r)[84] of the test method, the results shall be considered valid; or

(iii) if the results of 2A and 2B are not within the repeatability (r) of the test method, both results shall be rejected and two new subsamples shall be taken by the laboratory and tested. The sample bottle shall be resealed in accordance with paragraph 4(c)(iv) after the new subsamples have been taken; and

(iv) in the case of two failures to achieve repeatability between 2A and 2B, the cause of that failure shall be investigated by the laboratory and resolved before further testing of the sample is undertaken. On resolution of that repeatability issue, two new subsamples shall be taken in accordance with paragraph 4(c). The sample shall be resealed in accordance with paragraph 4(3)(c) after the new subsamples have been taken.

(e) If the test results of 2A and 2B are valid, an average of these two results shall be calculated. That average value shall be referred to as 'Z' and shall be recorded on the test record:

.1 if Z is equal to or less than the applicable limit required by paragraph 3 of the First Schedule to these rules, the sulphur content of the fuel oil as represented by the tested sample shall be considered to have met the requirement;

.2 if Z is greater than the applicable limit required by paragraph 3 of the First Schedule to these rules but less than or equal to that applicable limit + 0.59R (where R is the reproducibility of the test method)[85], the sulphur content of the fuel oil as represented by the tested sample shall be considered to have met the requirement; or

.3 if Z is greater than the applicable limit required by paragraph 3 of the First Schedule to these Rules + 0.59R, the sulphur content of the fuel oil as represented by the tested sample shall be considered to have not met the requirement.

Table 2: Summary of in-use or onboard sample procedure[86]

On the basis of the test method referred to in Rule 3 (1) (iii)				
Applicable limit %m/m: V	Test margin value: W	Result 4.5.1: Z ≤ V	Result 4.5.2: V < Z ≤ W	Result 4.5.3: Z > W
0.10	0.11	Met the requirement	Met the requirement	Not met the requirement
0.50	0.53			
		Result Z reported to 2 decimal places		

[37] Repeatability (r) calculation in accordance with ISO 4259:2017-2 and as defined in the test method used

[38] Reproducibility ® calculation in accordance with ISO 4259:2017-1 and as defined in the test method used

[39] Results of testing undertaken by the company or other entities are outside the MARPOL process and hence should be considered with the approach given by ISO 4259:2017-2 regarding receipt drawn samples.

(f) The final results obtained from this verification procedure shall be evaluated by the competent authority.
(g) The laboratory shall provide a copy of the test record to the competent authority managing the verification procedure.

APPENDIX VI – INFORMATION TO BE SUBMITTED TO THE IMO SHIP FUEL OIL CONSUMPTION DATABASE (Regulation 27)

Identity of the ship

IMO Number …….
Period of calendar year for which the data is submitted
Start date (dd/mm/yyyy) …….
End date (dd/mm/yyyy) …….

Technical characteristics of the ship

Year of Delivery …….
Ship type, as defined in regulation 2.2 of this Annex or other (to be stated) ……
Gross tonnage (GT)[87] …….
Net tonnage (NT) [88]…….
Deadweight tonnage (DWT) [89]…….
Power output (rated power) [90]of main and auxiliary reciprocating internal combustion engines over 130kW (to be stated in kW) …….
Attained EEDI (if applicable) …….
Attained EEXI (if applicable) ……
Ice class[91] …….

Fuel oil consumption data

Total fuel oil consumption by fuel oil type[92] in metric tonnes and methods used for collecting fuel oil consumption data……
Total fuel oil consumption by fuel oil type per consumer type in metric tonnes and methods used for collecting fuel oil consumption data
Main Engine(s) ……..
Auxiliary Engine(s)/Generator(s) ……..
Oil fired Boiler(s)…….
Others (specify) ……
Fuel oil consumption while the ship is not under way by fuel oil type per consumer type in metric tonnes and methods used for collecting fuel oil consumption data
Main Engine(s) ……..
Auxiliary Engine(s)/Generator(s) ……..
Oil fired Boiler(s)…….

[40] Gross tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969
[41] Net tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969. If not applicable, note "N/A"
[42] DWT means the difference in tonnage between the displacement of a ship in water of relative density of 1,025 kg/m3 at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or an organization recognized by it. If not applicable, note "N/A"
[43] Rated power means the maximum continuous rated power as specified on the nameplate of the engine
[44] Ice class should be consistent with the definition set out in the International Code for Ships Operating in the Polar Water (Polar Code) (resolution MEPC 264(68) and MSC 385 (94). If not applicable, note "N/A"
[45] Refer to the 2018 Guidelines on the method of calculation of the attained Energy Design Index (EEDI) for new ships (resolution MEPC 308 (73), as amended by resolution MEPC 322(74) and MEPC 332 (76))

Others (specify) ……
Total distance travelled (nm) ……
Laden distance travelled (nm) (on a voluntary basis) …….
Hours under way …….
Total amount of offshore power supplied (kWh) ……

For ships to which regulation 28 of MARPOL Annex VI applies

Total transport work ……
Applicable CII: ☐ AER ☐ cgDIST
Required annual operational CII …….
Attained annual operation CII before any correction ……..
Attained annual operational CII …….
Installation of Innovative technology, if applicable :
☐ A ☐ B-1 ☐ B-2 ☐ C-1 ☐ C-2

Operational carbon intensity rating:
☐ A ☐ B ☐ C ☐ D ☐ E
CII for trial purpose (on voluntary basis):
EEPI (gCO_2/t/nm):……..
cbDIST (gCO_2/berth/nm): ……..
cIDIST (gCO_2/m/nm): ……..
EEOI (gCO_2/t/nm or others): ……

APPENDIX VII - FORM OF STATEMENT OF COMPLIANCE – FUEL OIL CONSUMPTION REPORTING AND OPERATIONAL CARBON INTENSITY RATING (REGULATION 8.3)

FORM OF STATEMENT OF COMPLIANCE – FUEL OIL CONSUMPTION REPORTING AND OPERATIONAL CARBON INTENSITY RATING

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

……
(full designation of the country)
by……
(full designation of the competent person or organization authorised under the provisions of the Convention)

Particulars of ship[93]
Name of ship ……
Distinctive number or letters ……
IMO Number[94]……
Port of registry ……
Gross tonnage ……
Deadweight ……
Type of ship ……
THIS IS TO CERTIFY THAT:

6. the ship has submitted to this Administration the data required by regulation 27 of Annex VI to the Convention, covering ship operations from (dd/mm/yyyy) to (dd/mm/yyyy);

[46] Alternatively, the particulars of the ship may be placed horizontally in boxes
[47] In accordance with the IMO ship Identification number scheme (resolution A.1117 (30))

7. the data was collected and reported in accordance with the methodology and processes set out in the ship's SEEMP that was in effect over the period from (dd/mm/yyyy) to (dd/mm/yyyy);
8. the attained annual operational CII of the ship from (dd/mm/yyyy) through (dd/mm/yyyy) was: …… pursuant to regulations 28.1 and 28.2 of Annex VI of the Convention, for ships to which regulation 28 applies;
9. the annual operational carbon intensity of the ship in this period is rated as

□A □B □C □D □E

In accordance with regulation 28 of Annex VI to the Convention, for a ship to which regulation 28 applies; and

10. a corrective action plan has been developed and included in the SEEMP (for a ship to which regulation 28 applies, rated as D for three consecutive years or rated as E)[95]

This Statement of Compliance is valid until (dd/mm/yyyy)……
Issued at:……
(place of issue of the Statement)

Date (dd/mm/yyyy) …….. ……
(date of issue) (signature of duly authorised official Issuing the Statement)

(seal or stamp of the authority, as appropriate)

APPENDIX VIII – FUEL OIL NON-AVAILABILITY REPORT (FONAR) (PARAGRAPH 6(2)(d) OF FIRST SCHEDULE)

Note:

4. This report is to be sent to the flag Administration and to the competent authorities in the relevant port(s) of destination in accordance with regulation 18.2.4 of MARPOL Annex VI. The report shall be sent as soon as it is determined that the ship/operator will be unable to procure compliant fuel oil and preferably before the ship leaves the port/terminal where compliant fuel cannot be obtained. A copy of the FONAR should be kept on board for inspection for at least 36 months
5. This report should be used to provide evidence if a ship is unable to obtain fuel oil compliant with the provisions stipulated in regulations 14.1 or 14.4 of MARPOL Annex VI.
6. Before filing a FONAR, the following should be observed by the ship/operator
   (a) A fuel oil non-availability report is not an exemption. According to regulation 18.2 of MARPOL Annex VI, it is the responsibility of the Party of the destination port, through its competent authority, to scrutinize the information provided and take action, as appropriate.
   (b) In the case of insufficiently supported and/or repeated claims of non-availability, the Party may require additional documentation and substantiation of fuel oil non-availability claims. The ship/operator may also be subject to more extensive inspections or examinations while in port.
   (c) Ships/operators are expected to take into account logistical conditions and/or terminal/port policies when planning bunkering, including but not limited to having to change berth or anchor within a port or terminal in order to obtain compliant fuel.

[48] In the event of any transfer of a ship addressed in regulations 27.4, 27.5, 27.6, these sections should be completed consistent with regulation 28.3 of MARPOL Annex VI.

(d) Ships/operators are expected to prepare as far as reasonably practicable to be able to operate on compliant fuel oils. This could include, but is not limited to, fuel oils with different viscosity and different sulphur content not exceeding regulatory requirements (requiring different lube oils) as well as requiring heating and/or other treatment on board.

3 Particulars of ship

3.1 Name of the ship: ……

3.2 IMO Number: ……

3.3 Flag: ……

3.4 (if other relevant registration number is available, enter here): ……..

4 Description of ship's voyage plan

4.1 Provide a description of the ship's voyage plan in lace at the time of entry into "country X" waters (and ECA, if applicable) (attach copy of plan if available):

……

……

4.2 Details of voyage:

4.2.1 Last port of departure: ……..……

4.2.2 First port of arrival in (Country X) ……

4.2.3 Date of departure from last port (dd-mm-yyyy) ……..

4.2.4 Date of arrival at first country X: …….

4.2.5 Date ship first received notice that it would be transiting in country X waters (and ECA, if appliable) (dd-mm-yyyy) ……..

4.2.6 Ship's location at the time of notice ……

4.2.7 Date ship operator expects to enter country X waters (and ECA, if applicable) (dd-mm-yyyy) ……..

4.2.8 Time ship operator expects to enter country X waters (and ECA, if applicable) (hh:mm UTC) : ……..

4.2.9 Date ship operator expects to exit "country X" waters (and ECA, if applicable) (dd-mm-yyyy): ……..

4.2.10 Time ship operator expects to exit "country X" waters (and ECA, if applicable) (hh:mm UTC): …….

4.2.11 Projected days ship's main propulsion engines will be in operation within "country X" waters (and ECA, if applicable): …….

4.2.12 Sulphur content of fuel oil in use when entering and operating in "country X" waters (and ECA, if applicable): …….

3 Evidence of attempts to purchase compliant fuel oil

3.1 Provide a description of actions taken to attempt to achieve compliance prior to entering "country X" waters (and ECA, if applicable), including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available: …….

3.2 Name and email address of suppliers contacted, address and phone number and date of contact (dd-mm-yyyy):……...

……

Please attach copies of communication with suppliers (eg. Emails to and from suppliers)

4. **In case of fuel oil supply disruption only**

a. Name of port at which ship was scheduled to receive compliant fuel oil: ……..……

……

b. Name, email address, and phone number of the fuel oil supplier that was scheduled to deliver (and now reporting the non-availability):

5. Operation constraints, if applicable

a. If non-compliant fuel has been bunkered due to concerns that the quality of the compliant fuel available would cause operational or safety problems on board the ships, the concerns should be thoroughly documented.

b. Describe any operational constraints that prevented use of compliant fuel oil available at port: ……

c. Specify steps taken, or to be taken, to resolve these operational constraints that will enable compliant fuel use: ……

6. Plans to obtain compliant fuel oil

a. Describe availability of compliant fuel oil at the first port-of-call in "country X", and plans to obtain it:……

b. If compliant fuel oil is not available at the first port-of-call in "country X", list the lowest sulphur content of available fuel oil(s) or the lowest sulphur content of available fuel oil at the next port-of-call:…….

7. Previous Fuel Oil Non-Availability Reports

a. If shipowner/operator has submitted a Fuel Oil Non-Availability Report to "country X" in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil, as set out below:

Report: ……
Date (dd-mm-yyyy): ……
Port: ……
Type of fuel : ……
Comments : ……

8. Master/ Company Information

Master Name : ……
Local agent in Country X : ……
Ship operator name: ……
Shipowner name ……
Name and position of official: ……
Email address: ……
Address (street, city, country, postal/zip code) ……
Telephone number : .. ……

Signature of master: ……
Print name: ……
Date (dd/mm/yyyy) : ……

[F. No. SY-19014/198/2025-MG-Part(1)]

MUKESH MANGAL, Addl. Secy.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-42

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 25 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 03.08.2026.

ದಿನಾಂಕ: 03.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Prior Approval for Alteration or Modification) Rules, 2026ನ GSR 562(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 3rd July, 2026

G.S.R. 562(E).—Whereas a draft of the Inland Vessels (Prior Approval for Alteration or Modification) Rules, 2025 were published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), *vide* notification of the Government of India in the Ministry of Ports, Shipping and Waterways number G.S.R. 464 (E), dated the 11th July, 2025 in the Gazette of India, Extraordinary, Part II, section 3, sub-section (i), dated the 11th July, 2025, inviting objections and suggestions from persons likely to be affected thereby, before expiry of the period of thirty days from the date on which copies of the Official Gazette containing the said notification were made available to the public;

And whereas, copies of the said notification were made available to the public on the 11th July, 2025.

And whereas, objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore, in exercise of the powers conferred by sub section (1) of section 28, sub-section (1) and clause (f) of sub-section (2) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), the Central Government hereby makes the following rules, namely: –

1. Short title and commencement. – (1) These rules may be called the Inland Vessels (Prior Approval for Alteration or Modification) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. **Definitions**. – (1) In these rules, unless the context otherwise requires, -

(a) "Act" means the Inland Vessels Act, 2021 (24 of 2021);

(b) "Alteration or Modification" means any of the following, namely: -

(i) substantially alter the dimensions or capacity of the vessel; or

(ii) changes type or primary function of the vessel; or

(iii) changes the gross tonnage of the vessel by more than ten per cent., or

(iv) changes the propulsion system or main engines or type of fuels; or

(v) substantially increase service life of the vessel; or

(vi) substantially affects the sub-division; or

(vii) substantially affect the watertight and weathertight integrity;

(c) "classification society" means a recognised organisation which is a member of the International Association of Classification Societies.

(2) Words and expressions used herein and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

3. **Prior approval of designated authority**. – (1) The vessel owners or operators desirous of making any Alteration or Modification to their vessel so as to affect its strength, stability or safety shall submit an application in the Form appended to these rules, specifying the nature and scope of the proposed alteration or modification to the designated authority.

(2) Upon receiving the application, the designated authority shall review the proposed Alteration or Modification to assess their impact on vessel safety, strength, stability and structural integrity.

(3) Alteration or Modification shall comply with the provisions of the Inland Vessels (Design and Construction) Rules, 2024, in respect of the safety standards and any specific requirement outlined in the design or classification of the vessel.

(4) In case, it is deemed necessary by the designated authority, an independent evaluation may be ordered through a naval architect or marine engineer or surveyor, or through classification society, as applicable, to assess the technical aspects of the proposed Alteration or Modification by the vessel owner as specified in rule 5 of the Inland Vessels (Design and Construction) Rules, 2024.

(5) In case of Alteration or Modification that would impact vessel safety or environment, the designated authority

shall order the vessel to undergo a thorough safety assessment and such measure shall be implemented to mitigate the impact.

(6) In cases where such vessel is required to be maintained under survey of a classification society as per rule 4 of the Inland Vessels (Design and Construction) Rules, 2024, the concerned classification society shall also be informed accordingly by the vessel owner.

(7) Upon verification of application for Alteration or Modification submitted by the vessel owner or operator, the designated authority shall grant a certificate of prior approval to the vessel owner or operator and the owner shall display the certificate of prior approval onboard the vessel at all times.

(8) The vessel owner shall take necessary measures for recording of Alteration or Modification or re-registration of vessel (as applicable) as per rule 9 of the Inland Vessels (Registration and other Technical issues) Rules, 2022.

4. **Other alterations or modifications.-** All other alterations or modifications shall be intimated in writing to the designated authority within thirty days of carrying out such alterations or modifications in Form 6 of the Inland Vessels (Registration and other Technical issues) Rules, 2022 .

5. **Criteria for grant of approval**. – All Alterations or Modifications to vessels as referred to in rule 4, shall adhere to the following criteria, namely:-

(a) Alteration or Modification shall ensure the safety of the vessel, crew, passengers and the environment in accordance with rule 5 of the Inland Vessels (Design and Construction) Rules, 2024 and other applicable rules framed under the Act.

(b) structural alterations or modifications shall be designed and executed in a way that maintains or enhances the structural integrity and stability of the vessel and the structural calculations and assessments may be carried out by the designer and submitted to the designated authority or classification society (for vessels under classification society), as applicable, for verification and approval.

(c) for Alterations or Modifications that affect the stability of the vessel, a stability analysis shall be conducted as per the provisions of the Inland Vessels (Design and Construction) Rules, 2024 for verification by designated authority or classification society, as applicable, and the vessel shall be operated within its approved stability limits.

FORM

Application for Prior Approval of Alteration or Modification in Inland Vessel
[See rule 3(1)]

To,
The Designated Authority,

……

……

Subject: Application for Prior Approval for Alteration or Modification of Inland Vessel

Sir/Madam,

I, [Name of Owner], being the owner of the inland vessel named "_____", bearing Official Number _____, hereby submit this application seeking prior approval for carrying out the following proposed alterations/modifications to the said vessel:

1. _____
2. _____
3. _____

The proposed alterations/modifications are intended to:

_____

(brief description of purpose, e.g., safety improvement, capacity enhancement, structural modification, etc.)

I hereby undertake that:
(a) The above proposed alterations or modifications shall not be carried out without obtaining prior approval from

the Designated Authority;
(b) The proposed alterations or modifications shall comply with the applicable provisions of the Act and rules made thereunder;
(c) The vessel shall be offered for inspection/survey upon completion of the approved alterations or modifications.

I enclose herewith the following documents:
(a) Detailed plans/drawings of proposed alterations or modifications;
(b) Stability/structural calculations, if applicable;
(c) Copy of Certificate of Registration No. _____;
(d) Proof of payment of prescribed fee (treasury challan);
(e) Any other relevant documents: _____.

Declaration:

I hereby declare that the particulars furnished above are true and correct to the best of my knowledge and belief.

Date: _____
Place: _____

Signature of Owner: _____
Name of Owner: _____
Address: _____

For Office Use / Approval

The proposed alterations or modifications have been examined:

☐ Approved
☐ Approved with conditions (details below)
☐ Rejected

Conditions, if any:

Name & Designation of Registering Authority: _____
Signature: _____
Date: _____

[F. No. IWT-II-12011/4/2025-IWT-II]

DR. KAMALA KANTA NATH, Adviser (Statistics)

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VINOD KUMAR
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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-43

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 26 ಕೇಶಾಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:07.08.2026

ದಿನಾಂಕ: 31.07.2026 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-1 ರಲ್ಲಿ ಪ್ರಕಟವಾದ THE PUBLIC EXAMINATIONS (PREVENTION OF UNFAIR MEANS) AMENDMENT ACT, 2026 (NO. 10 OF 2026) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

रजिस्ट्री सं॰ डी॰ एल॰—(एन)04/0007/2003—26 REGISTERED NO. DL—(N)04/0007/2003—26

भारत का राजपत्र
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असाधारण
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PART II — Section 1
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PUBLISHED BY AUTHORITY

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No. 25] NEW DELHI, FRIDAY, JULY 31, 2026/SRAVANA 9, 1948 (Saka)

इस भाग में भिन्न पृष्ठ संख्या दी जाती है जिससे कि यह अलग संकलन के रूप में रखा जा सके।
Separate paging is given to this Part in order that it may be filed as a separate compilation.

MINISTRY OF LAW AND JUSTICE
(Legislative Department)

New Delhi, the 31*st July,* 2026*/Sravana* 9, 1948 *(Saka)*

The following Act of Parliament received the assent of the President on the 31st July, 2026 and is hereby published for general information:—

THE PUBLIC EXAMINATIONS (PREVENTION OF UNFAIR MEANS) AMENDMENT ACT, 2026

No. 10 of 2026

An Act to amend the Public Examinations (Prevention of Unfair Means) Act, 2024.

Be it enacted by Parliament in the Seventy-seventh Year of the Republic of India as follows:—

Short title.

1. This Act may be called the Public Examinations (Prevention of Unfair Means) Amendment Act, 2026.

1 of 2024.

Amendment of section 10.

2. In the Public Examinations (Prevention of Unfair Means) Act, 2024 (hereinafter referred to as the principal Act), in section 10,—

(*a*) in sub-section (*1*), for the words "three years but which may extend to five years and with fine up to ten lakh rupees. In", the words "five years but which may extend up to ten years and with fine up to fifty lakh rupees, and in" shall be substituted;

(*b*) in sub-section (*2*),—

(*i*) for the words "one crore rupees", the words "five crore rupees" shall be substituted;

(*ii*) for the words "four years", the words "eight years" shall be substituted;

(*c*) in sub-section (*3*),—

(*i*) for the words "three years", the words "five years" shall be substituted;

(*ii*) for the words "one crore rupees. In", the words "five crore rupees, and in" shall be substituted.

Amendment of section 11.

3. In section 11 of the principal Act, in sub-section (*1*),—

(*i*) for the words "five years", the words "seven years" shall be substituted;

(*ii*) for the words "one crore rupees. In", the words "ten crore rupees, and in" shall be substituted.

Amendment of section 12.

4. In section 12 of the principal Act, in sub-section (*2*),—

(*a*) after the words "Central Investigating Agency", the words "or a Special Task Force, as that Government may, by notification, constitute in this behalf" shall be inserted;

(*b*) the following proviso shall be inserted, namely:—

"Provided that where the Central Government constitutes a Special Task Force under this sub-section, such investigation shall be done only by the Special Task Force so constituted.".

Insertion of new sections 12A and 12B.

5. After section 12 of the principal Act, the following sections shall be inserted, namely:—

Fast tracked investigation and Special Fast Track Courts.

"12A. (*1*) The investigation of an offence under this Act, shall be completed—

(*a*) by an officer empowered to investigate under sub-section (*1*) of section 12, within a period of two months from the date on which the information was recorded by the officer in-charge of the police station; or

(*b*) by a Central Investigating Agency, within a period of two months from the date of a reference made to it by the Central Government under sub-section (*2*) of the said section; or

(*c*) by a Special Task Force, within a period of two months from the date of issuance of notification in this behalf by the Central Government under sub-section (*2*) of the said section.

(*2*) For the purposes of providing a speedy trial on day-to-day basis, every State Government and Union territory Administration shall, in consultation with the Chief Justice of the concerned High Court, by notification, designate a Court of Session, to be a Special Fast Track Court to try offences under this Act.

(*3*) A Special Fast Track Court designated under sub-section (*2*) shall, while trying offences under this Act, also try other offences connected thereto with which the accused may be charged under the Bharatiya Nyaya Sanhita, 2023 or any other law for the time being in force, at the same trial. 45 of 2023.

(*4*) In every trial of an offence under this Act, the proceedings shall be continued on day-to-day basis, until all the witnesses in attendance have been examined, unless the Special Fast Track Court, for reasons to be recorded in writing, finds that adjournment of the same beyond the following day is necessary:

Provided that such trial shall be completed within a period of three months from the date of filing of the chargesheet.

(*5*) The cases or trials pertaining to offences under this Act or any other law for the time being in force as specified in sub-section (*3*), which are pending on the date of commencement of the Public Examinations (Prevention of Unfair Means) Amendment Act, 2026, shall stand transferred to the Special Fast Track Court designated under sub-section (*2*).

(*6*) The trial of cases transferred under sub-section (*5*) shall be conducted by the Special Fast Track Court designated under sub-section (*2*) from the stage it is received upon such transfer and shall be completed within a period of three months from the date of such receipt.

(*7*) Every State Government and Union territory Administration shall, by notification, appoint one or more Special Public Prosecutors for every Special Fast Track Court in accordance with sub-section (*8*) of section 18 of the
46 of 2023. Bharatiya Nagarik Suraksha Sanhita, 2023, for conduct of cases under this Act.

(*8*) Every person appointed as a Special Public Prosecutor under this section, shall be deemed to be a Public Prosecutor within the meaning of clause (*v*) of sub-section (*1*) of section 2 of the Bharatiya Nagarik Suraksha
46 of 2023. Sanhita, 2023 and the provisions of that Sanhita shall apply accordingly.

Appeals.

12B. (*1*) Notwithstanding anything contained in the Bharatiya Nagarik
46 of 2023. Suraksha Sanhita, 2023, an appeal shall lie from any judgment, sentence or order, not being an interlocutory order, of a Special Fast Track Court to the High Court.

(*2*) Every appeal under sub-section (*1*) shall be heard by a bench of two Judges of the High Court and shall, as far as possible, be disposed of within a period of three months from the date of admission of the appeal.

(*3*) Except as aforesaid, no appeal or revision shall lie to any Court from any judgment, sentence or order including an interlocutory order of a Special Fast Track Court.

(*4*) Notwithstanding anything contained in sub-section (*3*) of section 419 of the
46 of 2023. Bharatiya Nagarik Suraksha Sanhita, 2023, an appeal shall lie to the High Court against an order of the Special Fast Track Court granting or refusing bail.

(*5*) Every appeal under this section shall be preferred within a period of thirty days from the date of the judgment, sentence or order appealed from:

Provided that the High Court may entertain an appeal after the expiry of the said period of thirty days if it is satisfied that the appellant had sufficient cause for not preferring the appeal within the period of thirty days:

Provided further that no appeal shall be entertained after the expiry of the period of ninety days.”.

———

DR. RAJIV MANI,
Secretary to the Govt. of India.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
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PR-44

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 30 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:07 .08.2026.

ದಿನಾಂಕ: 06.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Seafarer Accommodation) Rules, 2026ನ GSR 587(E)ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 6th July, 2026

G.S.R. 587(E).— In exercise of the powers conferred by clause (i) of sub-section (1) of section 113 and clause (q) of sub-section (2) of section 113, read with section 70, clause (m) of sub-section (1) of section 78, sub-section (2) of section 78 of the Merchant Shipping Act, 2025 (24 of 2025), and in supersession of the Merchant Shipping (Seafarer Accommodation) Rules, 2016, the Central Government hereby makes the following rules, namely: —

1. Short title and Commencement.—(1) These rules may be called the Merchant Shipping (Seafarer Accommodation) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. **Application.**—(1) These rules shall apply to every ship registered, or so required to be registered, under the Merchant Shipping Act, 2025 (24 of 2025):

Provided that these rules shall not apply to any ship plying in voyages within territorial waters, the seafarers of which are not required to stay on board overnight for periods exceeding eight hours.

(2) The requirements under these rules which relate to ship construction and equipment shall apply only to ships constructed on or after 26th August, 2016:

Provided that ships constructed before 26th August, 2016 shall comply with the requirements specified in the Merchant Shipping (Crew Accommodation) Rules, 1960.

Explanation. — A ship shall be deemed to have been constructed on the date when its keel is laid or when it is at a stage at which assembly of that ship has commenced comprising of at least fifty tones or one per cent. of the estimated mass of all structural material, whichever is less.

3. Definitions .—(1) In these rules, unless the context otherwise requires.—

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "approved" means approved or accepted by the Director-General;

(c) "gross tonnage" means the measure of the overall size of a ship determined in accordance with the applicable rules made under the Act;

(d) "Schedule" means a Schedule annexed to these rules;

(e) "shipowner" means ship owner as defined in clause (c) of section 55 of the Act;

(f) "special purpose ships" means ships constructed in compliance with the Special Purpose Ships (SPS) Code (IMO Code of Safety for Special Purpose Ships, 1983, and its subsequent versions), as amended from time to time;

(g)"sanitary accommodation" does not include any sleeping room or hospital ward, whether or not provided with a wash basin, bath or shower or any room appropriated for use only as a laundry.

(2) The words and expressions used in these rules and not defined but defined in the Act shall have the meaning as assigned to them in the Act.

4. **Seafarer accommodation**.– Every ship shall provide and maintain a minimum, decent accommodation and recreational facilities for seafarers working or living on board, or both, consistent with promoting the health and well-being of seafarers as specified in the Schedule I, Schedule II, Schedule III and Schedule IV.

5. **Plans**.–(1) The ship-owner of every Indian ship to which these rules apply, shall submit the plan or plans of the ship, in the circumstances specified in clause (a) of sub-rule (2) of rule 6 for approval to the surveyor:

Provided that where any part of the seafarer accommodation is sought to be substantially altered or repaired, such alteration or repair shall be subject to approval granted by the surveyor.

(2) The plans, drawn in a suitable scale, shall clearly show the arrangement of the seafarer accommodation in the ship, its position in relation to other spaces, constructional details, various dimensions, furniture, fixtures and amenities provided therein.

(3) The seafarer accommodation provided in the ship shall comply with the plan as approved by the surveyor.

6. **Certification and verification**.– (1) On being satisfied that an Indian ship has been provided with seafarer accommodation in accordance with these rules, a 'record of compliance' may be issued to such ship by the surveyor, in Form 1.

(2) The survey of seafarer accommodation of an Indian ship shall be carried out in the following manner, namely: -

(a) Inspection by a surveyor.– The seafarer accommodation in a ship shall be inspected by a surveyor whenever, –

(i) the ship is registered or re-registered in India;

(ii) any part of the seafarer accommodation in the ship undergoes substantial alterations or repairs;

(iii) the number of persons accommodated in any space is increased above that marked in accordance with sub-paragraph 11 of paragraph 1 of Schedule I;

(iv) in the opinion of a surveyor, there is reason to believe (whether or not in consequence of a complaint) that any of the provisions of these rules has been contravened in respect of that ship, or that any condition subject to which the

Director-General has exempted the ship from a requirement of these rules has not been satisfied;

(v) a request for an inspection of the seafarer accommodation has been made to the Director-General or to the Mercantile Marine Department, by or on behalf of the shipowner or of any organisation which appears to the representative of the shipowner of Indian ships or of the seafarer concerned; or

(b) Inspection by shipping master or others upon request,- The seafarer accommodation in a ship may be inspected by the shipping master, surveyor, seafarer's welfare officer, Indian ambassador or any other officer at any port duly authorised in this behalf by the Central Government, upon a request made by the master or three or more seafarers under clause (b) of sub-section (1) of section 93 of the Act, when,-

(i) such request made in writing, signed by the master or three or more members of the seafarer; and

(ii) it is alleged that the seafarer accommodation in the ship does not comply with these rules; and

(iii)it is lodged at least twenty-four hours before the ship is due to commence voyage, unless the ship is in port for less than twenty-four hours.

7. **Equivalent arrangements.–** The Director-General may, in accordance with the Maritime Labour Convention, 2006, accept equivalent alternate arrangements on a ship, or deviations from the requirements specified in these rules, when such deviations can be clearly justified, subject to the seafarers' living conditions, health and safety.

SCHEDULE I

(*See* rule 4)

1. General requirements for accommodation.—(1) The accommodation, recreational and catering facilities shall be designed to meet the requirements of these rules, with regard to seafarers' health and safety, protection and accident prevention, prevention of the risk of exposure to hazardous levels of noise and vibration and other ambient factors and chemicals on board ships. The construction and arrangement of the accommodation shall provide an acceptable occupational and onboard living environment for the seafarers.

(2) No structure shall be deemed to be watertight, gastight, or oil tight for the purposes of these rules unless all openings in that structure, other than ventilation openings necessary for the admission of air from passageways to sanitary accommodation, laundries, drying rooms or galleys, are provided with means of closure which shall enable such openings to be made watertight, gastight or oil tight, as the case may be.

(3) All paneling, insulation, flooring and ceiling shall be of a non-combustible material and of an approved type.

(4) Asbestos, or materials containing asbestos, shall not be used for any purpose in the seafarer accommodation.

(5) The accommodation shall be adequately insulated.

(6) Proper lighting and sufficient drainage shall be provided in the seafarers accommodation areas.

(7) Paints, varnishes and other finishes used on interior surfaces in the seafarer accommodation shall be of approved type, and shall not be capable of producing excessive quantities of smoke and toxic products.

(8) Position of Seafarer Accommodation:

(a) In ships other than passenger ships and special purpose ships (SPS), sleeping rooms shall be situated above the loadline amid ships or aft, except that in exceptional cases, where the size, type or intended service of the ship renders any other location impracticable, sleeping rooms may be located in the fore part of the ship, but in no case forward of the collision bulkhead;

(b) In passenger ships and special purpose ships (SPS), the Director-General may, on condition that satisfactory arrangements are made for lighting and ventilation, permit the location of sleeping rooms below the load line, but in no case shall they be located immediately beneath working alleyways;

(c) There shall be adequate headroom in all seafarer accommodation. The minimum permitted headroom in all seafarer accommodation where full and free movement is necessary shall be not less than 203 centimeters. The Director-General may permit some limited reduction in headroom in any space, or part of any space, in such accommodation where it is satisfied that such reduction, –

(i) IS REASONABLE; AND

(ii) WILL NOT RESULT IN DISCOMFORT TO THE SEAFARERS.

(9) Construction of bulkheads and paneling: (a) External bulkheads of sleeping rooms and mess rooms shall be adequately insulated. All machinery casings and all boundary bulkheads of galleys and other spaces in which heat is produced shall be adequately insulated where there is a possibility of resulting heat effects in adjoining accommodation or passageways. Measures shall also be taken to provide protection from heat effects of steam or hot-water service pipes.

(b) Sleeping rooms, mess rooms, recreation rooms and alleyways in the accommodation space shall be adequately insulated to prevent condensation or overheating.

(c) The bulkhead surfaces and deckheads shall be of material with a surface easily kept clean. No form of construction likely to harbour vermin shall be used.

(d) The bulkhead surfaces and deckheads in sleeping rooms and mess rooms shall be capable of being easily kept clean and light in colour with a durable, non-toxic finish.

(e) The decks in all seafarer accommodation shall be of approved material and construction and shall provide a non-slip surface impervious to damp and easily kept clean.

(f) Where the floorings are made of composite materials, the joints with the sides shall be profiled to avoid crevices.

(g) The materials used to construct internal bulkheads, paneling and sheeting, floors and joining shall be suitable for the purpose and conducive to ensuring a healthy environment.

(h) In every ship to which these rules apply, all bulkheads enclosing or within any part of the seafarer accommodation shall be properly constructed of steel or other suitable material. If the bulkheads are exposed to the weather, they shall be of watertight and gastight construction, and means of closure shall be provided for all openings in such bulkheads so as to enable them to be made weathertight.

(i) There shall be no direct openings into sleeping rooms from cargo spaces or machinery spaces or from galleys, store rooms, drying rooms or communal sanitary areas. That part of a bulkhead separating such spaces from sleeping rooms and external bulkheads shall be efficiently constructed of steel or other approved substance and be watertight and gas-tight.

(10) Protection from Weather, etc: (a) The seafarer accommodation shall be accessible at all times from the open deck.

(b) Chain pipes, and ventilator trunks to cargo spaces or tanks, where they pass through any part of the seafarer accommodation, shall be made of steel or other suitable material and shall be gastight.

(c) Batteries for the operation of the ships radio installation or other purposes, shall not be placed in any sleeping room provided for the seafarer, and precautions shall be taken which will ensure that fumes from such batteries cannot discharge into any part of the seafarer accommodation.

(d) Any part of the seafarer accommodation which is adjacent to any part (other than the crown) of a tank in which oil may be carried in bulk, shall be separated there from by a gastight steel division, additional to the division which retains the oil.

(e) If any part of the seafarer accommodation is situated on a deck which forms the crown of a space in which oil may be carried in bulk, such deck shall be oil tight. No manholes or other openings to the oil tanks shall be situated in the seafarer accommodation.

(f) The means of access to and egress from every part of the seafarer accommodation shall be so situated that in the event of fire in any lamp room or paint room in the ship, access to and egress from the seafarer accommodation shall not be impeded.

(11) Drainage: (a) In every ship to which these rules apply efficient drainage shall be provided for every part of the seafarer accommodation situated on an open

deck wherever such drainage is necessary for clearing water shipped from the sea.

(b) There shall be no drainage from any source (not being sanitary accommodation) into the sanitary accommodation forming part of the seafarer accommodation.

(12) Marking: (a) Every space forming part of the seafarer accommodation of a ship shall be marked inside the room with the marking as specified in schedule III.

(b) No space forming part of the seafarer accommodation of a ship to which these rules apply, shall be marked whether inside or outside with any marking which may be taken to indicate that the space is appropriated for use by persons differing in number of description from the persons for whose use the space has been certified by a surveyor.

(13) Drinking Water: (a) In every ship to which these rules apply, the drinking water of appropriate quality, taking into account the total number of persons on board, shall always be provided in the seafarer accommodation. Provision for cold drinking water shall be made in the galleys and pantries, and in the mess rooms.

(b) Provision may also be made for the availability of cold drinking water, in close proximity to the spaces where watch-keeping seafarers are on duty.

(c) The storage, filling and distribution arrangements for drinking water shall be such as to prevent any possible contamination. A dry space, such as cofferdam, shall be provided between drinking water tanks and other tanks such as oil tanks and sewage tanks. Drinking water tanks shall not contain any piping other than that necessary for the carriage and distribution of drinking water. Air, filling and sounding pipes shall stand sufficiently above the deck.

2. Ventilation, Air-conditioning and Heating. — (1) (a) sleeping rooms and mess rooms shall be adequately ventilated;

(b) ships, except those regularly engaged in trade where temperate climatic conditions do not require this, shall be equipped with air conditioning for seafarer accommodation, for any separate radio room and for any centralised machinery control room. Ships below 200 gross tonnage are exempted from this requirement subject to provision of trunked mechanical ventilation;

(c) all sanitary spaces shall have ventilation to the open air, independently of any other part of the accommodation;

(d) the system of ventilation for sleeping rooms and mess rooms shall be controlled so as to maintain the air in a satisfactory condition and to ensure a sufficiency of air movement in all conditions of weather and climate;

(e) air-conditioning systems, whether of a centralised or individual unit type, shall be designed to . —

(i) maintain the air at a satisfactory temperature and relative humidity as compared to outside air conditions, ensure a sufficiency of air changes in all air-conditioned spaces, take account of the particular characteristics of operations at sea and not produce excessive noises or vibrations; and

(ii) facilitate easy cleaning and disinfection to prevent or control the spread of disease.

(f) power for the operation of the air conditioning and other aids to ventilation required by the preceding paragraphs of this schedule shall be available at all times where seafarers are living or working on board and conditions so require. However, this power need not be provided from an emergency source;

(g) ships, which are exclusively engaged in trade outside tropical climate areas, shall be provided with a ventilation system which will maintain the air therein in a state of purity adequate for the health and comfort of the seafarer. Such system shall be capable of being so controlled as to ensure a sufficiency of air movement under all conditions of weather and climate to which the ship is likely to be subjected during the voyages on which she is intended to be engaged and shall be additional to any side scuttles, skylights, companions, doors or other apertures not intended solely for ventilation;

(h) every enclosed space forming part of the seafarer accommodation of a ship, being a space not fully air-conditioned or not ventilated by a trunked mechanical ventilation system, shall be provided with a natural system of inlet and exhaust ventilation;

(i) in the seafarer accommodation of every ship, being a ship not fully air conditioned, an electric fan shall be fitted in every sleeping room, mess room, recreation room, office, Galley and pantry.

(2) The air conditioning system, whether of a centralised type or individual unit type shall be so designed as to -

(i) maintain the air at a satisfactory temperature of 28º with 50% relative humidity when ambient temp is 35ºC with 70% relative humidity;

(ii) ensure eight air changes per hour in any mess room or recreation room & six air changes in any other room, the amount of re-circulated air not exceeding 50% at any stage, while at sea;

(iii) take into account particular characteristics of operations at sea so as to avoid producing objectionable noises or vibrations;

(iv) facilitate easy cleaning and disinfection to prevent and control of spread of disease.

(3) (a) adequate heat through an appropriate heating system shall be provided, except in ships exclusively on voyages in tropical climates;

(b) the system of heating the seafarer accommodation, when required under these rules, shall be in operation at all times when seafarers are living or working on board and conditions require its use:

Provided that while the ship is in port the heating system shall not be required to be in operation if efficient temporary means of heating are provided for such parts of the seafarer accommodation as are in use.

(c) in all ships in which a heating system is required, the heating should be by means of hot water, warm air, electricity, steam or equivalent. However, within the accommodation area, steam shall not be used as a medium for heat transmission. The heating system shall be capable of maintaining the temperature in seafarer accommodation at a satisfactory level under normal conditions of weather and climate likely to be met within the trade in which the ship is engaged;

(d) radiators and other heating apparatus shall be placed and, where necessary, shielded so as to avoid risk of fire or danger or discomfort to the occupants.

3. Lighting.—(1) In all ships, electric light should be provided in the seafarer accommodation. If there are not two independent sources of electricity for lighting, additional lighting should be provided by properly constructed lamps or lighting apparatus for emergency use.

(2) In sleeping rooms an electric reading lamp should be installed at the head of each berth.

(3) The standards of electric lighting shall comply with Schedule IV.

(4) In addition, every sleeping room and mess room in a ship shall be properly lighted by natural light:

Provided that if in any space in a passenger ship it is impracticable to provide proper natural lighting, such lighting shall not be required if adequate electric lighting is always available in that space.

(5) The natural lighting of a sleeping room/mess room, or the artificial light in any space, shall be deemed to be proper for the purpose of this Schedule if it is sufficient to enable an ordinary newspaper to be read by a person of normal vision at any point in the room, being a point available for free movement, during day time and in clear weather.

4. Sleeping accommodation.— When sleeping accommodation on board ships is required, the following requirements for sleeping rooms shall apply, namely:-

(a) in ships other than passenger ships, an individual sleeping room shall be provided for each seafarer. However, in the case of ships of less than 3,000 gross tonnage or special purpose ships, the maximum number of seafarers accommodated in sleeping rooms shall not exceed the following, namely:-

(i) for ships between 500 gross tonnage and 3000 gross tonnage: Master, Chief Engineer, navigating and engineer officers in charge of a watch- 1 person per room.
(ii) for ships below 500 gross tonnage: Master and Chief Engineer- 1 person per room
(iii) seafarers other than (i) and (ii) above: Not more than 2 persons per room.

(b) separate sleeping rooms shall be provided for men and for women;

(c) sleeping rooms shall be of adequate size and properly equipped so as to ensure reasonable comfort and to facilitate tidiness;

(d) a separate berth for each seafarer shall in all circumstances be provided;

(e) the minimum inside dimensions of a berth shall be at least 198 centimetres by 80 centimetres;

(f) in single berth seafarers' sleeping rooms, the floor area shall not be less than -

(i) 4.5 square metres in ships of less than 3,000 gross tonnage;
(ii) 5.5 square metres in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage; and
(iii) 7 square metres in ships of 10,000 gross tonnage or over;

(g) however, in order to provide single berth sleeping rooms on ships of less than 3,000 gross tonnage, passenger ships and special purpose ships, the Director-General of Shipping may allow a reduced floor area;

(h) in ships of less than 3,000 gross tonnage other than passenger ships and special purpose ships, sleeping rooms may be occupied by a maximum of two seafarers and the floor area of such sleeping rooms shall not be less than 7 square metres;

(i) on passenger ships and special purpose ships, the floor area of sleeping rooms for seafarers not performing the duties of ships' officers shall not be less than -

(i) 7.5 square metres in rooms accommodating two persons;

(ii) 11.5 square metres in rooms accommodating three persons; and

(iii) 14.5 square metres in rooms accommodating four persons;

(j) on special purpose ships, sleeping rooms may accommodate more than four persons and the floor area of such sleeping rooms shall not be less than 3.6 square metres per person;

(k) on ships other than passenger ships and special purpose ships, sleeping rooms for seafarers who perform the duties of ships' officers, where no private sitting room or day room is provided, the floor area per person shall not be less than:

(i) 7.5 square metres in ships of less than 3,000 gross tonnage;

(ii) 8.5 square metres in ships of 3,000 gross tonnage or over but less than 10,000 gross tonnage; and

(iii) 10 square metres in ships of 10,000 gross tonnage or over;

(l) on passenger ships and special purpose ships the floor area for seafarers performing the duties of ships' officers where no private sitting room or day room is provided, the floor area per person for junior officers shall not be less than 7.5 square metres and for senior officers not less than 8.5 square metres; junior officers are understood to be at the operational level, and senior officers at the management level;

(m) on ships of 3000 gross tonnage and above, the master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space. Consideration shall be given to extending the facility referred to the second engineer officer when practicable;

(n) for each occupant, the furniture shall include a clothes locker of ample space (minimum 475 litres) and a drawer or equivalent space of not less than 56 litres. If the drawer is incorporated in the clothes locker, then the combined minimum volume of the clothes locker shall be 500 litres. It shall be fitted with a shelf and be able to be locked by the occupant so as to ensure privacy;

(o) each sleeping room shall be provided with a table or desk, which may be of the fixed, drop-leaf or slide-out type, and with comfortable seating accommodation as necessary;

(p) there shall be adequate berth arrangements on board, making it as comfortable as possible for the seafarer and any partner who may accompany the seafarer;

(q) where the size of the ship, the activity in which it is to be engaged and its layout make it reasonable and practicable, sleeping rooms shall be planned and equipped with a

private bathroom, including a toilet, so as to provide reasonable comfort for the occupants and to facilitate tidiness;

(r) as far as practicable, sleeping rooms of seafarers shall be so arranged that watches are separated and that no seafarers working during the day share a room with watchkeepers;

(s) in the case of seafarers performing the duty of petty officers there shall be no more than two persons per sleeping room;

(t) space occupied by berths and lockers, chests of drawers and seats shall be included in the measurement of the floor area. Small or irregularly shaped spaces which do not add effectively to the space available for free movement and cannot be used for installing furniture shall be excluded;

(u) berths shall not be arranged in tiers of more than two. In the case of berths placed along the ship's side, there should be only a single tier where a sidelight is situated above a berth;

(v) the lower berth in a double tier should be not less than 30 centimeters above the floor; the upper berth should be placed approximately midway between the bottom of the lower berth and the lower side of the deckhead beams;

(w) the framework and the lee-board, if any, of a berth should be of approved material, hard, smooth, and not likely to corrode or to harbour vermin;

(x) if tubular frames are used for the construction of berths, they should be completely sealed and without perforations which would give access to vermin;

(y) each berth should be fitted with a comfortable mattress with cushioning bottom or a combined cushioning mattress, including a spring bottom or a spring mattress. The mattress and cushioning material used should be made of approved material. Stuffing of material likely to harbour vermin should not be used;

(z) when one berth is placed over another, a dust-proof bottom should be fitted beneath the bottom mattress or spring bottom of the upper berth;

(za) the furniture should be of smooth, hard material not liable to warp or corrode;

(zb) sleeping rooms should be fitted with curtains or equivalent for the sidelights;

(zc) sleeping rooms should be fitted with a mirror, small cabinets for toilet requisites, a book rack and a sufficient number of coat hooks;

(zd) a curtain shall be fitted to each bed unless the room accommodates only one person.

5. Mess rooms.— (1) Mess rooms shall be located apart from the sleeping rooms and as close as practicable to the galley.

(2) Mess rooms shall be of adequate size and comfort and properly furnished and equipped (including ongoing facilities for refreshment), taking account of the number of seafarers likely to use them at any one time.

(3) Mess room facilities may be either common or separate. Account should be taken of factors such as the size of the ship and the distinctive cultural, religious and social needs of the seafarers.

(4) Where separate mess room facilities are to be provided to seafarers, then separate mess rooms should be provided for, –

(a) master and officers; and

(b) petty officers and other seafarers.

(5) On ships other than passenger ships, the floor area of mess rooms for seafarers should be not less than 1.5 square metres per person of the planned seating capacity.

(6) In all ships, mess rooms should be equipped with tables and appropriate seats, fixed or movable, sufficient to accommodate the greatest number of seafarers likely to use them at any one time.

(7) There should be available at all times when seafarers are on board,–

(a) a refrigerator, which should be conveniently situated and of sufficient capacity for the number of persons using the mess room or mess rooms;

(b) facilities for hot beverages; and

(c) cool water facilities.

(8) Where available pantries are not accessible to mess rooms, adequate lockers for mess utensils and proper facilities for washing utensils should be provided.

(9) The tops of tables and seats should be of damp-resistant material.

(10) In every ship to which these rules apply, the following equipment shall be fitted in every mess room or in a pantry readily accessible at all times by the seafarer, using the mess room or adjacent to it, or, in the case of ship under 3000 tons in a galley,–

(a) a storage locker;

(b) supply of cold drinking water;

(c) means of heating drinking water for hot beverages; and

(d) a microwave oven.

6. Sanitary facilities.—(1) All seafarers shall have convenient access on the ship to sanitary facilities meeting minimum standards of health and hygiene and reasonable standards of

comfort, with separate sanitary facilities being provided for men and for women;

(2) On ships of more than 3,000 gross tonnage, there shall be sanitary facilities within easy access of the navigating bridge and the machinery space or near the engine room control centre.

(3) In every ship, a minimum of one toilet, one wash basin and one tub or shower or both for every six persons or less, who do not have personal facilities shall be provided at a convenient location.

(4) In every ship other than a passenger ship, each sleeping room shall be provided with a washbasin having hot and cold running fresh water, except where such a washbasin is situated in the private bathroom provided. Ships below 200 gross tonnage need not meet this requirement.

(5) In passenger ships normally engaged on voyages of not more than four hours' duration, one water closet to be provided for twelve passengers and not less than one urinal to be separately provided for gents and ladies.

(6) Hot and cold running fresh water shall be available in all wash places.

(7) Washbasins and tub baths should be of adequate size and constructed of approved material with a smooth surface not liable to crack, flake or corrode.

(8) All toilets should be provided with an ample flush of water or with some other suitable flushing means, such as air, which are available at all times and independently controllable.

(9) Sanitary accommodation intended for the use of more than one person should comply with the following requirements, namely:-

(a) floors should be of approved durable material, impervious to damp, and should be properly drained;

(b) bulkheads should be of steel or other approved material and should be watertight up to at least 23 centimetres above the level of the deck:

Provided that the requirements of this clause shall not apply to bulkheads separating similar spaces (e.g., a sanitary accommodation from another sanitary accommodation) or a bulkhead separating the sanitary accommodation from a sleeping room from which it may be directly entered;

(c) the accommodation should be sufficiently lit, heated and ventilated;

(d) toilets should be situated convenient to, but separate from, sleeping rooms and wash rooms, without direct access from the sleeping rooms or from a passage between sleeping rooms and toilets to which there is no other access; this requirement does not apply where a toilet is located in a compartment between two sleeping rooms having a total of not more than four seafarers; and

(e) where there is more than one toilet in a compartment, they should be sufficiently screened to ensure privacy.

(10) The laundry facilities provided for seafarers' use shall include,–

(a) washing machines;

(b) drying machines or adequately heated and ventilated drying rooms; and

(c) irons and ironing boards or their equivalent.

For ships below 500 gross tonnage, a washing-cum-drying machine may be provided instead of (a) and (b) above.

7. Hospital accommodation.—(1) Every ship, carrying 15 or more seafarers and engaged in a voyage of more than three days' duration shall have separate hospital accommodation to be used exclusively for medical purposes. The space so appropriated shall not at any time be used for any purpose other than for the treatment of sick persons:

Provided that ships exclusively engaged in coasting trade need not have separate hospital, if, —

a) a space is designated for use as a temporary hospital in case of emergency; and

b) the area and layout of such designated space shall be so made that an injured person on stretcher can easily be carried into the space and provided medical first aid.

(2) The hospital accommodation shall, in all weathers, be easy of access, provide comfortable housing for the occupants and be conducive to their receiving prompt and proper attention.

(3) The hospital accommodation shall be designed so as to facilitate consultation and the giving of medical first aid and to help prevent the spread of infectious diseases.

(4) The arrangement of the entrance, berths, lighting, ventilation, heating and water supply should be designed to ensure the comfort and facilitate the treatment of the occupants.

(5) The number of hospital berths required shall be in the scale of at least one berth for every 50 seafarers or part thereof.

(6) Sanitary accommodation should be provided for the exclusive use of the occupants of the hospital accommodation, either as part of the accommodation or in close proximity thereto. Such sanitary accommodation should comprise a minimum of one toilet, one washbasin and one tub or shower.

(7) The minimum width of the entrance to every permanent hospital shall not be less than 76 centimeters.

(8) Fittings and equipment ,— Every hospital shall be provided with,-

(i) clothes locker approximately 30 centimeter square by 61 centimeters high, and fitted with a flat top and a shelf;

(ii) an electric bell-pushes so arranged as to be within reach of each bed and communicating with the sleeping room of a person in charge of the patients and the bridge.

8. Miscellaneous.— (1) In every ship, adequately ventilated compartments or lockers shall be provided for hanging oilskins and working clothes used by the seafarer.

(2) Where separate facilities for engine department personnel to change their clothes are provided, they shall be,—

(a) located outside the machinery space but with easy access to it; and

(b) fitted with individual clothes lockers as well as with tubs or showers or

both and washbasins having hot and cold running fresh water.

(3) airing spaces on open deck: all ships shall have a space or spaces on open deck to which the seafarers can have access when off duty, which are of adequate area having regard to the size of the ship and the number of seafarers on board.

(4) office accommodation: all ships of more than 3,000 gross tonnage shall be provided with separate offices or a common ship's office for use by deck and engine departments.

(5) bedding, mess utensils and miscellaneous provisions: the shipowner shall provide the following also for the seafarers,–

(i) clean bedding and mess utensils should be supplied by the shipowner to all seafarers for use on board during service on the ship, and such seafarers should be responsible for their return at times specified by the master and on completion of service in the ship;

(ii) bedding should be of good quality, and plates, cups and other mess utensils should be of approved material which can be easily cleaned; and

(iii) towels, soap and toilet paper for all seafarers should be provided by the shipowner.

(6) protection from mosquitoes:

(a) ships regularly trading to mosquito-infested ports shall be provided with protection against the admission of mosquitoes. Such protection shall be provided by means of self-closing doors or by screens of rust proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights and doors leading to the open deck.

(b) any door to which such screens are fitted being a door at the entrance to a permanent or temporary hospital in a ship to which these paragraphs apply, shall be of a self-closing type.

9. Recreation facilities.– (1) On every ship, appropriate seafarers' recreational facilities, amenities and services, as adapted to meet the special needs of seafarers who must live and work on ships, shall be provided on board for the benefit of all seafarers.

(2) Recreational facilities and services shall be reviewed frequently to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry.

(3) Furnishings for recreational facilities shall as a minimum include a bookcase and facilities for reading, writing and, where practicable, games.

(4) The following facilities may also be provided, at no cost to the seafarer, where practicable,–

(a) smoking room;

(b) television viewing and the reception of radio broadcasts;

(c) showing of films, the stock of which should be adequate for the duration of the voyage and, where necessary, changed at reasonable intervals;
(d) sports equipment including exercise equipment, table games and deck games;
(e) facilities for swimming;
(f) a library containing vocational and other books, the stock of which should be adequate for the duration of the voyage and changed at reasonable intervals;
(g) facilities for recreational handicrafts;
(h) electronic equipment such as a radio, television, digital video player, personal computer and software;
(i) where appropriate, the provision of bars on board for seafarers unless these are contrary to national, religious or social customs; and
(j) reasonable access to ship-to-shore telephone communications, and email and Internet facilities, where available, with any charges for the use of these services being reasonable in amount.

10. Maintenance and inspection of seafarer accommodation.— (1) The seafarer accommodation in every ship to which these rules apply, shall be maintained in a clean and habitable condition and equipments and installations required by these rules shall be maintained in good working order. Every part of the seafarer accommodation (not being a store room) shall be kept free of store and other property not belonging to or provided for the use of persons for whom that part of the accommodation is appropriated, and in particular, no cargo shall be kept in any part of the seafarer accommodation.

(2) The master of the ship, or an officer appointed by him for the purpose, accompanied by one or more members of the seafarer, shall inspect every part of the seafarer accommodation at least once in two weeks to ensure that seafarer accommodation is clean, decently habitable and maintained in a good state of repair. The results of each such inspection shall be recorded and be available for review. The master of the ship shall cause to be entered in a book specially kept for the purpose a record of,—

(i) the time and date of the inspection;

(ii) the names and ranks of the persons making the inspection;

(iii) particulars of any respect in which the seafarer accommodation or any part thereof was found by any of the persons making the inspection not to comply with these rules.

11. Prevention of noise and vibration.— (1) The seafarer accommodation, recreational and catering facilities shall be located as far as practicable from the engines, steering gear rooms, deck winches, ventilation, heating and air-conditioning equipment and other noisy machinery and apparatus.

(2) Acoustic insulation or other appropriate sound-absorbing materials of approved type shall be used in the construction and finishing of bulkheads, deckheads and decks within the sound-producing spaces as well as self-closing noise-isolating doors for machinery spaces.

(3) Engine rooms and other machinery spaces shall be provided, wherever practicable, with soundproof centralised control rooms for engine-room personnel. Working spaces, such as the machine shop, should be insulated, as far as practicable, from the general engine-room noise and measures shall be taken to reduce noise in the operation of machinery.

(4) The limits for noise levels for working and living spaces shall be in conformity with the 'IMO Code on Noise Levels on Board Ships' of the International Maritime Organization and international guidelines on exposure levels, including those in the code of practice entitled 'Ambient factors in the workplace, 2001', of the International Labour Organization and, where applicable, the specific protection recommended by the International Maritime Organization, and with any subsequent amending and supplementary instruments for acceptable noise levels on board ships. A copy of the applicable instruments in English or the working language of the ship shall be carried on board and shall be accessible to seafarers.

(5) No accommodation or recreational or catering facilities should be exposed to excessive vibration in accordance with the standards prescribed by International Maritime Organisation and International Labour Organisation.

12. Galleys, Provision rooms, cold storage, refrigerating equipment.– (1) (a) every ship shall be provided with a galley for the preparation of food for the seafarer, unless the circumstances are such that no member of the seafarer are required to mess on board;

(b) the galley shall be situated as near as may be to the mess rooms provided for the seafarer and any necessary equipment shall be provided to enable food to be served in the mess rooms under all weather conditions;

(c) there shall be no direct opening between the galley and any sleeping room;

(d) every galley shall be provided with exhaust fans which will draw off fumes from the cooking appliances therein and discharge the fumes into the open air;

(e) the floor of the galley shall be provided with gutters and with scuppers which shall be led overboard or to an enclosed tank served by mechanically operated suction pump. The position and number of the gutter and scuppers shall be such as will ensure the efficient drainage of the floor;

(f) the cooking appliances in the galley shall be arranged in a manner which will facilitate the cleaning of the galley;

(g) all cupboards and dressers in the galley shall be made of material which is impervious to dirt and moisture and can easily be kept clean. All metal parts of the cupboards and dressers shall be rustproof. The bottoms of all cupboards and dressers in the galley shall either be flush with the deck or shall be so fitted as to enable the deck space beneath them to be readily accessible for cleaning;

(h) every galley shall be provided with such equipment as will enable food in sufficient quantity to be properly and readily prepared for the persons whom the galley is intended to serve, and the cooking utensils to be hygienically cleaned;

(i) every galley shall be provided with one or more cooking appliances with an oven and/or cooking range of adequate capacity.

(2) Dry provision rooms.– (a) in every ship, not being a ship in which each member of the seafarer provides his own food, one or more store rooms shall be provided for the storage of dry provisions for the seafarer. Such rooms shall be fitted with sufficient shelves, cupboards and bins having regard to the maximum period likely to elapse between successive replenishments of stores and to the maximum number of persons for whom food is to be served;

(b) every dry provision store room shall be enclosed by bulkheads constructed of steel or other suitable material;

(c) access to every dry provision store room shall be obtained from a passageway, galley, pantry or another store room, or from a position on an open deck with, in so far as is reasonable and practicable in the circumstances, shall be a protected position;

(d) every dry provision store room shall be so situated, constructed and ventilated as to avoid deterioration of the stores through heat, draught, condensation or infestation by insects or vermin.

(3) Cold store rooms and refrigerating equipment.– (a) in every ship means shall be provided to store perishable provisions. In ships below 3000 gross tonnage, refrigerated or box freezers may be located in a dry provision room or galley or any other suitable place close to galley;

(b) access to every cold store room shall be obtained from a passageway, galley or pantry or from another store room.

SCHEDULE II

[*See* para 2 of Schedule 1]
Trunked Mechanical Ventilation System

1. The trunked mechanical ventilation system referred to para 2 of Schedule 1 of these rules (in this Schedule referred to as "the system") shall in relation to the spaces specified in the column (2) of Table I, be capable of the respective standards of performance, specified columns (3) or (4) of that Table whichever standard shall be the higher in the circumstances:

   Provided that nothing in Table I shall be taken to relate to a space specified in the column (2) of Table II.

2. The system shall, in relation to the spaces specified in the column (2) of the Table II, be capable of the respective standards of performance specified in the columns (3) and (4) of Table (II).

3. If any store room is served by a fan which provides warmed air for any other spaces, the store room shall be provided with ventilation trunking separate from that serving such other space.

4. The clear area of the exhaust openings provided in conjunction with the system shall be sufficient to ensure that the velocity of air at each exhaust opening does not exceed 5.08 metres per second when the system is in operation.

5. The speed of every supply fan forming part of the system shall be capable of being varied.

6. The system shall be quiet in operation.

7. All trunking forming part of the system shall be provided with non-return flaps where such flaps are necessary for the exclusion of effluvia and the preservation of the health of the seafarer.

8. If the system is designed to circulate heated air as the sole means of heating the seafarer accommodation, the system shall be sub-divided into sections which can be separately controlled to the extent necessary to enable a comfortable temperature to be maintained in all parts of the seafarer accommodation.

TABLE I

Category	Space	Fresh air changes per hour	Volume of fresh air for each person likely to use the room at any one time (m^3/min)
(1)	(2)	(3)	(4)
A	Spaces other than those in category (C) in deck houses above the upper or shelter deck:-		
	(1) outside rooms (other than rooms adjoining machinery casing)	10	1.42
	(2) inside rooms and rooms adjoining machinery casing	15	1.42
B	Spaces other than those in category (C) in side-to-side superstructures above the upper or shelter deck:		
	(1) outside rooms (other than rooms adjoining machinery casing	12	1.42
	(2) inside rooms and rooms adjoining machinery casing	15	1.42
C	Mess rooms, smoking rooms and recreation rooms (in each case above the upper or shelter decks):		
	(1) not adjoining machinery casing	15	0.71*
	(2) adjoining machinery casing	18	0.71*
D	Passageways adjoining machinery casings	4	
E	Rooms in between decks (including shelter between decks) of ships propelled by internal combustion machinery		
	(1) Rooms clear of machinery casing	12	1.42
	(2) Rooms abreast of but not adjoining machinery casing	12	1.42
	(3) Rooms adjoining machinery casing (other than mess rooms, smoking rooms and recreation rooms)	15	1.70
	(4) Mess rooms, smoking rooms, and recreation rooms (in each case adjoining machinery casing)	18	0.71

F	Rooms in tween decks (including shelter tween decks) of steamships:-		
	(1) Rooms clear of machinery casing	12	1.42
	(2) Rooms abreast of, but not adjoining machinery casing.	15	1.70
	(3) Rooms immediately above machinery casing or abreast of and adjoining machinery casing (other than mess rooms, smoking rooms and recreation rooms)	18	1.70
	(4) Mess room, smoking rooms and recreation rooms (in each case adjoining machinery casing)	20	0.85**

* whatever the number of persons likely to use the room at one time, the total volume of fresh air per minute shall not be required to be such as would result in more than 20 fresh air changes per hour.

** whatever the number of persons likely to use the room at any one time, the total volume of fresh air per minute shall not be required to be such as would result in more than 24 fresh air changes per hour.

TABLE II

Category	Space	Fresh air change per hour	
		Supply	Exhaust
(1)	(2)	(3)	(4)
G	Galleys	20 [(a)(b)]	40[(b)]
H	Sanitary accommodation, drying rooms and pantries	10	20
J	Wards in permanent hospitals	12 or such greater number as would result in the supply of not less than 1.42 cubic metres of fresh air per minute for each bed in the room.	--
K	Dry provision store rooms	Not less than 10[(c)] and not more than 20	--

(a) if at least two sides of the galley are exposed to the weather.

(b) The Central Government may exempt any ship from these requirements to the extent that it is satisfied that compliance therewith is unnecessary by reason of the insulation of the equipment in the galley, or by reason of the size of the galley.

Schedule III

(*See* rule 4, sub-paragraph (12) of Paragraph I of Schedule I)

1. Marking for Sleeping Rooms

Certified for (*) seafarer(s)

2. Marking for Spaces other than Sleeping Rooms

Certified for [Chief Officer]/[Master]/ [Chief Engineer]/[**]

Certified for (*) officers.

Certified for (*) [ratings]/ [petty officer].

(*) There shall here be inserted the maximum number of officers/seafarers who may be accommodated in the room in accordance with these rules.

(**) In the case of a room intended for the sole use of any other officer the rank of that officer shall here be substituted.

Schedule IV- Electric Lighting

[*See* rule 4 and paragraph 3 of Schedule I]

Definition: "General Measurement Points" means, in relation to any space those points which measured at a height of 850mm above the floor fall on an imaginary line drawn vertically through the following points:-

- every point mid way between every 2 adjacent lamp in that space:
- every point mid way between and lamp and any position on the boundary of that space to which that lamp is nearer than any other lamp, and
- where any part of the space available for free movement is shielded from the direct rays of a lamp by a re-entrant angle formed in the boundary of that space the central point of the space so shielded.

A) Sleeping Room and Day Room:

(1)	At general measurement points	50 lux
(2)	At every Mirror	200 lux
(3)	At every seat at a writing deck or table	150 lux
(4)	At not less than half the seats (other than those mentioned in (3) above) in a sleeping room provided for use of more than one person	150 lux

B) Mess Room

(1)	At general measurement points	100 lux
(2)	At every table and sink	150 lux

C) Recreational Rooms (including for watching films and television hobbies, and games room):

(1)	At general measurement points	50 lux
(2)	At every recreational table	100 lux
(3)	At every seat at a writing deck or table	150 lux
(4)	At not less than half the seats (other than those mentioned in (3) above)	150 lux

D) Hospital

(1)	At general measurement points	50 lux
(2)	At any wash room	200 lux
(3)	At least one fixed lamp shall be installed in addition to the electric reading lamp required by sub-para (2) of para (3) to be provided at the head of each bed.	150 lux

E) Offices and Studies

(1)	At general measurement points	100 lux
(2)	At every seat at writing desk or table	200 lux

F) Sanitary Accommodation (including sanitary accommodation in hospital):

(1)	At general measurement points	50 lux
(2)	At every Mirror	200 lux

G) Laundries

(1)	At general measurement points	100 lux

H) Drying Room:

(1)	At the center of spaces	50 lux

I) Galley (including bakeries and pantries:

(1)	At working positions The light shall be so disposed as to ensure that shelves and cupboards receive the maximum amount o flight	300 lux

J) Dry Provision Store Room and Cold Store Room:

(1)	At general measurement points The light shall be so disposed as to ensure that shelves and cupboards receive the maximum amount o flight	100 lux

K) Passage ways companionways and covered deck recreation spaces:

(1)	At general measurement points	50 lux

A light shall be placed –
(a) at the head of each stairway, ladder and hatchway, and
(b) at or near the lockers provided for oilskins or working clothes.

Form 1- Certificate of Seafarer Accommodation

[*See* rule 6 (1)]

CERTIFICATE OF SEAFARER ACCOMODATION

Certificate No.

Issued under the provisions of the
Merchant Shipping (Seafarer Accommodation), Rules, 2026.
Under the authority of the Government of India

Name of Ship	Distinctive Number or Call Sign	IMO Number	Port of Registry	gross tonnage	Date Keel Laid*

Type of Ship : .....
Area of Operation : Unlimited / Restricted (see Remarks)

This is to certify that the seafarer accommodation and other associated spaces of the above ship has been surveyed in accordance with sub-rule (1) of rule 5 of the Merchant Shipping (Seafarer Accommodation) Rules, 2026, and MLC 2006, and found that that the ship is in compliance with the provisions of those Rules.

The accommodation arrangements are adequate for a maximum of ..... seafarers, as indicated below.

Master : persons
Officer : persons
Petty Officers : persons
Ratings : persons
Total : persons

Exemptions granted if any:

REMARKS:

Issued at on the

Name and designation of the Issuing Authority Signature of Issuing Authority

[F. No. SY-19014/197/2025-MG-Part(3)]

MUKESH MANGAL, Addl. Secy.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-45

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 31 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:07.08.2026.

ದಿನಾಂಕ: 07.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Safety Management) Rules, 2026ನ GSR 589(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th July, 2026

G.S.R. 589(E).— In exercise of the powers conferred by sub-section (1) and clauses (a) and (b) of sub-section (2) of section 130 of the Merchant Shipping Act, 2025 (24 of 2025), and in supersession of the Merchant Shipping (Management for the Safe Operation of Ships) Rules, 2000 except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following rules, namely:-

1. Short title and commencement. - (1) These rules may be called the Merchant Shipping (Safety Management) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Application. – These rules shall apply to the Indian vessels and to companies operating, -

(a) passenger ships including passenger high-speed crafts, of any size;

(b) oil tankers, chemical tankers, gas carriers, bulk carriers, and cargo high-speed crafts of 500 gross tonnage or more;

(c) other cargo vessels and mobile offshore drilling units of 500 gross tonnage or more;

(d) domestic vessels of 500 gross tonnage or more.

3. Definitions. - (1) In these rules, unless the context otherwise requires, –

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "auditor" means any surveyor appointed under section 8, or any person authorised under section 9 or sub-section (2) of section 129, or sub-section (2) of section 144 of the Act for the purposes of conducting audits of vessels and companies in accordance with the provisions of the Act and these rules;

(c) "bulk carrier" means a vessel constructed generally with a single deck, top-side tanks and hopper side tanks in cargo spaces, intended primarily to carry dry cargo in bulk, and includes ore carriers and combination carriers;

(d) "chemical tanker" means a cargo vessel constructed or adapted for the carriage of any hazardous product listed in Chapter 17 of the International Bulk Chemical Code, as amended;

(e) "Code" means the International Safety Management Code, as amended from time to time for the safe operation of ships and pollution prevention, as adopted by the International Maritime Organisation;

(f) "company" means a company defined under clause (a) of section 115 of the Act;

(g) "designated person ashore" means a person ashore with direct access to the highest level of management of the company, charged with the responsibility and authority to monitor the safety and pollution-prevention aspects of the operation of each vessel;

(h) "Document of Compliance" means a certificate of compliance issued to a company that complies with the requirements of the Code, by an officer authorised by the Director-General who is not below the rank of deputy chief surveyor with the Government of India;

(i) "domestic vessel" means any Indian vessel that operates in the coastal waters;

(j) "Domestic Document of Compliance" means the Document of Compliance issued to a company under sub-rule (1) of rule 10, by an officer authorised by the Director- General, not below the rank of deputy chief surveyor with the Government of India;

(k) "Form" means forms annexed to these rules;

(l) "gas carrier" means a cargo vessel constructed or adapted for the carriage in bulk of any liquefied gas or other product listed in the International Gas Carrier Code;

(m) "high speed craft" means a craft capable of maximum speed (in meters per second) equal to or exceeding $3.7 \times V^{\wedge 0.1667}$, where V is the volume of displacement corresponding to the design waterline;

(n) "Internal Safety Management System Audit" means a systematic and independent verification process carried out by the company, as part of its management function, to determine whether the safety management system activities and related results are in compliance with the safety management system requirements of the company;

(o) "International Maritime Organization" or "IMO" means a specialised agency of the United Nations entrusted with responsibility for regulating international shipping, including matters relating to maritime safety and security and the prevention of pollution from ships;

(p) "major non-conformity" means an identifiable deviation that poses a serious threat to the safety of personnel or the vessel or a serious risk to the environment, requiring immediate corrective action or the lack of effective and systematic implementation of a requirement of the Code;

(q) "mobile offshore drilling unit" means a vessel capable of being engaged in drilling operations for the exploration or exploitation of seabed mineral resources;

(r) "non-conformity" means an observed situation where objective evidence indicates the non-fulfillment of a specified requirement of the Code;

(s) "objective evidence" means quantitative or qualitative information, records or statements of fact pertaining of safety or to the existence and implementation of a safety management system element, which is based on observation, measurement or test and which can be verified;

(t) "observation" means a statement of fact made during a safety management audit and substantiated by objective evidence**;**

(u) "oil tanker" means a vessel constructed or adapted primarily to carry oil in bulk in its cargo spaces, including combination carriers;

(v) "recognised organisation" means a society or a body authorised by the Central Government for the purpose of performing statutory surveys, audits, inspections, approvals and certification functions on behalf of the Central Government under section 9 of the Act;

(w) "safety management audit" means a systematic and independent examination to determine whether the safety management system activities and related results comply with planned arrangements, and whether these arrangements are implemented effectively and are suitable to achieve the objectives;

(x) "Safety Management Certificate" means a document issued to a ship by an officer authorised by the Director-General, who is not below the rank of deputy chief surveyor with the Government of India, after verifying and having satisfied that the company and its shipboard management operate in accordance with the approved safety management system;

(y) "safety management system" means a structured and documented system enabling company personnel to effectively implement the company's safety and environment protection policy.

(2) The words and expressions used and not defined in these rules and but defined in the Act shall have the meanings respectively assigned to them in the Act.

4. Criteria for verification. – (1) The Director-General shall verify continued compliance by the company with the requirements of the Code, taking into consideration the following criteria, namely: –

(a) the company's safety management system conforms with the requirements of the Code; and

(b) the safety management system ensures compliance with–

(i) the applicable rules and regulations; and

(ii) the applicable code, guidelines and standards recommended by the IMO and the Central Government.

(2) The Director-General may require any company to provide documentary evidence demonstrating compliance with the applicable procedures and instructions, and the company shall provide objective evidence of their implementation.

5. Obligations of company. – The company shall–

(a) establish, implement and maintain a safety management system in accordance with the Code which shall be documented in a safety management manual, as may be approved by the Director-General;

(b) ensure compliance with all applicable safety, environmental and statutory requirements including safety of life, prevention of injury or loss of life, avoidance of damage to the environment and to property, and continual improvement of safety management skills of personnel;

(c) ensure resources and shore-based support to maintain and implement the safety management system and provide the necessary personnel, equipment, procedures and financial resources for the safe operation of vessels and pollution prevention;

(d) ensure that its vessels are managed in accordance with the safety management system and that masters and crew are properly qualified, trained and familiar with the relevant provisions of the safety management system and their duties under it;

(e) establish and maintain procedures for internal safety management system audits at intervals not exceeding twelve months, to verify compliance with the safety management system, and shall ensure that corrective actions are taken for any non-conformities identified during such audits:

Provided that in exceptional circumstances, the aforesaid interval may be extended for such period not exceeding three months.

6. Safety Management System requirements. – Every company shall–

(a) develop and maintain safety and environment protection policy to achieve the following objectives, namely: –

(i) ensuring safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment particularly the marine environment and to property;

(ii) providing safe practices in vessel operations and a safe working environment;

(iii) establishing safeguards against all identified risks including cyber risks; and

(iv) improving safety management skills of personnel ashore and onboard vessels, including preparing for emergencies related to safety and environmental protection.

(b) lay down clear lines of responsibility, authority, and communication within the company and between vessel and shore personnel, including identification of the designated person ashore with access to the highest level of management;

(c) lay down procedures for reporting accidents, hazardous occurrences, non-conformities and near misses, and for implementing and recording corrective and preventive actions;

(d) lay down procedures for internal safety management system audits and management reviews at appropriate intervals, to ensure that the safety management system is effectively maintained and continually improved;

(e) lay down procedures for emergency preparedness, including drills, exercises and contingency plans for emergencies such as fire, collision, grounding or other incidents;

(f) lay down requirements for documentation and record-keeping, including a safety management manual containing the safety management system and the instructions, procedures and records necessary for the safe operation of the vessel and for compliance with the Code and these rules;

(g) develop a program for verifying the compliance of each vessel and the company with mandatory requirements of relevant international conventions, national laws and regulations, including procedures to address any deficiencies.

7. Designated person ashore and alternate designated person ashore. - (1) Every company shall designate a person ashore as the designated person ashore responsible for ensuring the safe operation of each vessel and for providing a link between the vessel and shore-based management.

(2) The designated person ashore shall have direct access to the highest level of management of the company and shall be provided with the authority, resources and support necessary to carry out the duties required under the safety management system.

(3) The company shall also nominate an alternate designated person ashore who shall assume the duties of the designated person ashore in his absence.

(4) The company shall provide the Director-General with the name and contact details of the designated person ashore and alternate designated person ashore and any changes thereto without delay.

(5) The designated person ashore and alternate designated person ashore shall not be assigned other duties that would conflict with their responsibilities for safety and pollution prevention.

(6) The qualifications, training, and experience required for appointment of the designated person ashore and the alternate designated person ashore shall be in accordance with the rules made under the Act dealing with survey, audit and certification.

8. Document of Compliance. - (1) A Document of Compliance shall be issued by the chief surveyor in Form-4, to a company after an initial verification of compliance with the requirements of the Code in the following manner, namely: -

(a) the auditor shall verify that the establishment and implementation of the Safety Management System meet the objectives specified in rule 4 and on satisfactory completion of such verification the auditor shall present a report to the Director-General; and

(b) where the report is found satisfactory, the chief surveyor shall issue a Document of Compliance which shall be valid for five years from the date of assessment or from the date of satisfactory closure of any major non-conformities.

(2) The Document of Compliance shall be valid for the type of vessels for which the initial verification was conducted and–

(a) may be extended to cover additional types of vessels after verification that the company has complied with the requirements of the Code for such additional types of vessels;

(b) shall be subject to annual verification by auditors, within three months before or after each anniversary of its issuance to confirm the effective functioning of the safety management system in the company; and such verification shall include examining and verifying the correctness of statutory and classification records for at least one vessel of each type covered by the Document of Compliance, and verifying corrective actions and modifications to the safety management system carried out since the previous verification;

(c) the vessel types indicated on the Document of Compliance, including any interim Document of Compliance or limitations may be endorsed therein.

(3) Renewal verification of a Document of Compliance shall be carried out within three months immediately preceding its expiry.

(4) A Document of Compliance shall not be issued, endorsed or renewed unless all major non-conformities have been fully rectified by the company and verified by the auditor.

(5) A copy of the Document of Compliance shall be kept on board each vessel covered under the Document of Compliance and the master shall produce it for verification by the surveyor appointed under section 8 of the Act or any person authorised in this behalf or for the purposes of the control referred to in regulation IX/6.2 of International Convention for the Safety of Life at Sea, 1974.

9. Safety Management Certificate. - (1) A Safety Management Certificate shall be issued by the chief surveyor in Form 3, to a vessel after an initial verification of compliance with the Code in the following manner, namely: –

(a) the auditor shall verify the safety management system on board the vessel is established and implemented, and ensure that the Document of Compliance for the company is applicable to that ship type;

(b) there must be objective evidence that the company's safety management system has been functioning effectively for at least three months on board the vessel; and

(c) if a satisfactory safety management system is found on board, the auditor shall submit a declaration to the Director-General recommending issuance of a Safety Management Certificate to the vessel.

(2) A copy of the valid Safety Management Certificate issued to the vessel shall always be made available at the company's head office.

(3) The issue of a Safety Management Certificate shall be subject to–

(a) having a valid Document of Compliance for that type of vessel;

(b) compliance with rule 4; and

(c) having valid certificates required under the conventions.

(4) A Safety Management Certificate shall not be issued, endorsed or renewed unless all major non-conformities have been rectified on the vessel by the company and verified by the auditor:

Provided that a Safety Management Certificate may be issued, endorsed or renewed pending rectification of non-conformities, provided such rectification is completed within a period not exceeding three months as may be agreed between the company and the auditor, if the non-conformities could not be rectified for reasons beyond the company's control.

(5) The period of validity of a Safety Management Certificate shall be five years, subject to at least one intermediate verification confirming effective functioning of the safety management system and that any modifications carried out since the previous verification comply with the Code.

(6) A Safety Management Certificate shall be issued from the date of completion of assessment if there are no major non-conformities, or from the date of satisfactory rectification of any major non-conformities, as deemed fit by the chief surveyor.

(7) Upon satisfactory completion of the renewal verification, the renewed Safety Management Certificate shall be issued which shall be valid for a period not exceeding five years from the date of expiry of the previous Safety Management Certificate.

(8) Where a vessel is not in a port and its Safety Management Certificate expires, the chief surveyor may extend the validity of the Safety Management Certificate only for the purpose of allowing the vessel to complete its voyage to the port of verification and only if deemed proper and reasonable to do so.

(9) No Safety Management Certificate shall be extended for more than three months and a vessel to which an extension is granted shall not, on arrival at the port of verification, depart without having a renewed Safety Management Certificate.

10. Domestic Document of Compliance. - (1) A Domestic Document of Compliance shall be issued to a company in respect of domestic vessels subject to compliance by the company with the applicable provisions of these rules:

Provided that the types and categories of such vessels, and the alternative or modified safety management requirements applicable to them for the purpose of issuance of a Domestic Document of Compliance shall be as specified by the Director-General under section 301 of the Act.

(2) A Domestic Document of Compliance shall be issued by the chief surveyor in Form 5 to a Company after an initial verification of compliance with the requirements of the Code and the applicable law.

(3) The Domestic Document of Compliance shall be valid for the type of domestic vessels on which the initial verification was based and–

(a) may be extended to additional domestic vessel types after verifying the company's capability to comply with the requirements under sub-rule (1);

(b) shall be subject to intermediate verification by auditors, within six months before or after the mid-term date of a five-year term, to confirm the effective functioning of the safety management system in the company, including examining and verifying the statutory and classification records for at least one vessel of each type covered by the Domestic Document of Compliance and verifying corrective actions and modifications to the safety management system since the previous verification;

(c) the vessel types indicated on the Domestic Document of Compliance may be endorsed to reflect any limitations in the operations of the vessels specified in the safety management system.

(4) Renewal verification of a Domestic Document of Compliance shall be carried out within three months immediately preceding its expiry.

(5) A Domestic Document of Compliance shall not be issued, endorsed or renewed unless all major non-conformities have been fully rectified by the company and verified by the auditor.

(6) A copy of the Domestic Document of Compliance shall be placed on board each vessel covered under such Domestic Document of Compliance so that the master may produce it for verification by the surveyor appointed under section 8 of the Act or any other person authorised in this behalf.

(7) For inclusion of any new category of domestic vessel, the company shall undergo an additional verification audit and upon satisfactory completion, the auditor shall report to the Director-General recommending inclusion of the new category vessel in the company's existing Domestic Document of Compliance.

11. Ship Safety Certificate. - (1) In the case of domestic vessel managed by a company holding a valid Domestic Document of Compliance, a Ship Safety Certificate shall be issued, upon verification of compliance with the applicable safety management requirements.

(2) The Ship Safety Certificate may be issued as an independent certificate or may be integrated with other applicable safety survey or audit certificates, as may be directed by the Director- General under section 301 of the Act.

(3) A domestic vessel shall undergo a safety management system audit during any safety certificate survey (initial, annual, intermediate or renewal) in accordance with the guidelines as may be issued by the Director-General in this behalf.

(4) The auditor shall, *inter alia,* verify that the establishment and implementation of the safety management system on board, ensuring that the Domestic Document of Compliance for the Company is applicable to that vessel type:

Provided that there must be objective evidence that the company's safety management system has been functioning effectively on board, including records from internal audits carried out on the vessel.

(5) A copy of the valid Ship Safety Certificate issued under the Act for each company-managed vessel shall always be made available at the company's head office.

12. Interim Document of Compliance and Interim Safety Management Certificate. - (1) An Interim Document of Compliance, valid for not more than twelve months, shall be issued by the chief surveyor in Form-2, to facilitate initial implementation of the Code in the following cases, namely :-

(a) where a company is newly established; or

(b) when a company takes responsibility for operating a type of vessel not covered under its Document of Compliance:

Provided that the Company demonstrates that it has a Safety Management System meeting the objectives of rule 4.

(2) An Interim Safety Management Certificate, valid for not more than six months, shall be issued by the chief surveyor in Form-1, to facilitate initial implementation of the Code in the following cases, namely :-

(a) new vessels on delivery;

(b) when a company takes responsibility for a vessel which is new to the company; or

(c) when a vessel changes its flag.

(3) An Interim Safety Management Certificate may be issued after verifying that, -

(a) the Document of Compliance or Interim Document of Compliance is applicable to the vessel;

(b) the company's safety management system for the vessel includes key elements of the Code and was assessed during the audit for the Interim Document of Compliance;

(c) the company has planned the internal audit of the ship within three months;

(d) the ship's master and officers are familiar with the safety management system and its planned implementation;

(e) identified essential instructions have been provided before sailing; and

(f) relevant information on the Safety Management System has been given in a working language understood by the ship's personnel:

Provided that, in exceptional circumstances and upon representation by the company the validity of the Interim Safety Management Certificate may be extended for an additional period not exceeding six months.

13. Audits and verification procedures. - (1) Each company shall conduct internal safety management system audits of their company and vessels at least annually to verify that the safety management system is effectively implemented and maintained.

(2) The findings of the audit and corrective actions thereof shall be documented and retained.

(3) External audits and verifications shall be carried out by the surveyors appointed under section 8 of the Act or by recognised organisations' authorised by the Director-General:

Provided that such surveyor possesses the qualification and training in accordance with the rules made under the Act dealing with survey, audit and certification.

(4) A company holding a Document of Compliance shall undergo annual external audits by an authorised auditor to confirm that the Safety Management System is being effectively implemented which shall include review of records and procedures on board vessel covered by the Document of Compliance.

(5) Each vessel with a Safety Management Certificate shall undergo periodic external audits by an authorised auditor to confirm that the shipboard implementation of the safety management system remains effective.

(6) If any major non-conformity is identified during an audit, the company shall take immediate corrective action and the matter shall be verified by the auditor as early as possible and no certificate shall be issued or renewed until such corrective action is completed.

(7) The Director-General may require additional audits or surveys if there is evidence of serious non-compliance or if a major incident occurs.

(8) All audit reports, certificates, records of non-conformities and corrective actions shall be retained by the company and made available to the Director-General or auditors as required.

14. Suspension, withdrawal, and renewal of certificates. - (1) The Director-General may suspend any Document of Compliance or Domestic Document of Compliance, as the case may be, on any of the following grounds, namely:-

(a) failure to comply with these rules or the provisions of the safety management system;

(b) corrective actions are not completed within the stipulated time;

(c) a periodical verification is not done;

(d) failure to comply with the Code within the stipulated time specified by the Director-General;

(e) there is evidence of a major non-conformity:

Provided that no corrective action taken with regard to non-conformity of a previous audit within the stipulated time, shall be deemed to be a major non-conformity;

(f) modification to the Safety Management System is not brought to the notice of the chief surveyor and verified by the auditor during the course of the audit.

(2) Where the grounds specified in sub-rule (1) continue and no correction is made within the period specified in the order of suspension, the Director-General may, after giving an opportunity of being heard, by order withdraw the Document of Compliance or the Domestic Document of Compliance.

(3) The Director-General may declare a Safety Management Certificate or Ship Safety Certificate, as the case may be, invalid on the following grounds, namely:-

(a) failure to comply with the provisions of rule 13;

(b) corrective actions are not taken within the stipulated time;

(c) periodical verification is not done;

(d) failure to comply with the Code within the stipulated time specified by the Director-General;

(e) there is evidence of a major non-conformity:

Provided that no corrective action taken with regard to non-conformity of a previous audit within the stipulated time, shall be deemed to be a major non-conformity;

(f) modification to the Safety Management System is not brought to the notice of the chief surveyor and verified by the auditor during the course of the audit; or

(g) any other deficiencies or non-conformities as may be specified by the Director-General.

(4) The company may apply in writing to the Director-General for voluntary suspension or withdrawal of any certificate held by the company or any of its vessels and may surrender the certificate as directed.

(5) A Document of Compliance or Safety Management Certificate shall cease to be valid if there is a change in the company or ownership of the vessel or if the company or vessel is sold or transferred.

(6) All associated Safety Management Certificates and Ship Safety Certificates shall cease to be valid if Document of Compliance or Domestic Document of Compliance is withdrawn.

(7) Any certificate suspended under these rules may be revoked only after verification and satisfaction of the Director-General that the grounds for suspension have been rectified.

15. Recognised organisation.– (1) The Central Government may authorise a recognised organisation to issue, on its behalf, a Safety Management Certificate for a period of five months or a period as specified by the Director-General, after completion of an audit under the Code until a full-term certificate is issued by the chief surveyor.

(2) A Safety Management Certificate may be issued by a recognised organisation only if there is no major non-conformities and the auditor formally recommends certification of the vessel.

16. Obligations of company pertaining to audit. - (1) It shall be the responsibility of the company, including its management, officers and seafarers, to continuously comply with Indian laws and international laws relating to safety and environmental protection, as applicable, in addition to compliance with the Code.

(2) It shall be the duty of the company to–

(a) familiarise employees of the company about the objectives and scope of each audit;

(b) appoint responsible staff to assist the auditor;

(c) provide relevant documents, records and information needed by the auditor to ensure an effective and efficient verification process;

(d) provide access and objective evidence as may be requested by the auditor; and

(e) cooperate with the auditor to ensure that the objectives of the audit are achieved.

(3) All personnel participating in the audit or verification shall ensure confidentiality of documents pertaining to the certification.

17. Penalties and enforcement.– (1) Any contravention of these rules or failure to comply with any requirement thereof shall attract penalties as specified in the Act.

(2) Any person who operates any vessel in contravention of the provisions of these rules and for which no penalty is provided under sub-section (2) of section 281 of the Act shall be liable to penalty which may extend to fifty thousand rupees and if the breach is a continuing one, with further penalty which may extend to five thousand rupees for every day after the first day during which the breach continues.

(3) The imposition of a penalty or the detention of a vessel under these rules does not absolve the owner or master from rectifying the non-compliance and all deficiencies shall be corrected before the vessel resumes operation.

18. Appeals. – (1) Any person aggrieved by any action taken under these rules may file an appeal in writing before the chief surveyor within thirty days from such action.

(2) The chief surveyor shall hear the appeal and pass an order within a period of thirty days from the date of receipt of the appeal.

(3) No such order shall be passed under these rules unless the parties have been given a reasonable opportunity of being heard.

(4) If the appeal is against a suspension or cancellation of a certificate and the appeal is allowed, the certificate may be restored or reissued as the case may be, with continuity of validity.

FORM - 1

[*See* rule 12 (2)]

INTERIM SAFETY MANAGEMENT CERTIFICATE

[Issued by the Chief Surveyor with the Government of India under sub-rule (2) of rule 12 and the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended]

Name of Ship:

Distinctive Number or letters:

Port of Registry:

Type of Ship*:

Gross Tonnage:

IMO Number:

Name and Address of Company:

Company Identification No:

This is to certify that the requirements of paragraph 14.4 of the ISM Code have been met and that the Document of compliance/Interim Document of Compliance** of the Company is relevant to the ship.

This Interim Safety Management Certificate is valid until…….... subject to the Document of Compliance/Interim Document of Compliance** remaining valid.

Completion date of the verification on which this certificate is based……

Issued at

Date of issue

Certificate No. ……

Chief Surveyor with the Govt. of India

Directorate General of Maritime Administration,

Mumbai

(Seal or stamp of issuing authority)

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*Insert the type of ship from among the following: Passenger Ship: Passenger High-Speed Craft: Cargo High-Speed Craft: Bulk Carrier: Oil Tanker: Chemical Tanker: Gas Carrier: Mobile Offshore Drilling Unit: Other Cargo Ship.

**Delete as appropriate

The validity of this Interim Safety Management Certificate is extended to.....

Date of extension…….

Chief Surveyor with the Govt. of India

Directorate General of Maritime Administration

Mumbai

(Seal or stamp of the issuing authority)

FORM - 2

[*See* rule 12(1)]

INTERIM DOCUMENT OF COMPLIANCE

[Issued by the Chief Surveyor with the Government of India under sub-rule (1) of rule 12 and the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended]

Name and Address of the Company: ……

Company Identification Number: …….

This is to certify that the safety management system of the company has been recognized as meeting the objectives of paragraph 1.2.3 of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) for the type(s) of ships listed below:

(Delete as appropriate)

Passenger ship

Passenger high-speed craft

Cargo high-speed craft

Bulk carrier

Oil tanker

Chemical tanker

Gas carrier

Mobile offshore drilling unit

Other cargo ship

This Interim Document of Compliance is valid until……

Completion date of the verification on which this certificate is based……

Issued at …….

Date of issue ……

Certificate No.……

Chief Surveyor with the Govt. of India

Directorate General of Maritime Administration

Mumbai

(Seal or stamp of issuing authority)

FORM – 3

[*See* rule 9(1)]

SAFETY MANAGEMENT CERTIFICATE

[Issued by the Chief Surveyor with the Government of India under sub-rule (1) of rule 9 and the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended]

Name of Ship:

Distinctive Number or Letters:

Port of Registry:

Type of ship*:

Gross Tonnage:

IMO Number:

Name and Address of Company:

Company Identification Number:…….

This is to certify that the Safety Management System of the ship has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of ships and for Pollution Prevention (ISM Code), following verification that the Document of Compliance for the Company is applicable to this type of ship.

This Safety Management Certificate is valid until……..subject to periodical verification and the Document of Compliance remaining valid.

Completion date of the verification on which this certificate is based……

Issued at

Date of issue

Certificate No.

……..

Chief Surveyor with the Govt. of India

Directorate General of Maritime Administration

Mumbai

(Seal or stamp of issuing authority)

*Insert the type of ship from among the following: Passenger Ship: Passenger High-Speed Craft: Cargo High-Speed Craft: Bulk Carrier: Oil Tanker: Chemical Tanker: Gas Carrier: Mobile Offshore Drilling Unit: Other Cargo Ship.

Certificate No. ……..

Endorsement of Intermediate Verification and Additional Verification (if required)

THIS IS TO CERTIFY THAT at the intermediate verification in accordance regulation 6.1, Chapter IX of the Convention and paragraph 13.8 of the International Safety Management Code, the Safety Management System was found to comply with the requirements of the ISM Code.

Intermediate Verification
(to be completed between second and third anniversary date)

Signed……...…….…
(signature of the authorized official)

Place……
Date…….

(Stamp)

Additional Verification*

Signed…….…….....
(signature of the authorized official)
Place…….……...……
Date…….

(Stamp)

Additional Verification*

Signed……..…….....
(signature of the authorized official)
Place……...…….……
Date…….

(Stamp)

Additional Verification*

Signed….…….....
(signature of the authorized official)
Place……...…….……
Date…….

(Stamp)

---

*If applicable. Reference is made to the relevant provisions of Section 3.2 "Initial verification" of the Revised Guidelines on Implementation of the International Safety Management (ISM) Code by Administrations adopted by the Organisation by Resolution A.1118(33).

Certificate No. ……..

Endorsement where the Renewal Verification has been completed and Part B 13.13 of the ISM Code applies

The ship complies with the relevant provisions of part B of the ISM Code, and the Certificate should, in accordance with part B 13.13 of the ISM Code, be accepted as valid until……

Signed……..…….

(signature of the authorized official)

Place……

Date……...……..

(Stamp)

Endorsement to extend the validity of the Certificate until reaching the Port of Verification where Part B 13.12 of the ISM Code applies or for a period of grace where Part B 13.14 of the ISM Code applies

This Certificate should, in accordance with part B 13.12 or part B 13.14 of the ISM Code, be accepted as valid until …….

Signed…….....

(signature of the authorized official)

Place…….……..……

Date……..…….…….

(Stamp)

FORM – 4

[*See* rule 8(1)]

DOCUMENT OF COMPLIANCE

[Issued by the Chief Surveyor with the Government of India under sub-rule (1) of rule 8 and the provisions of the International Convention for the Safety of Life at Sea, 1974, amended]

Name and Address of the Company: …….

Company Identification Number:…….

THIS IS TO CERTIFY THAT the safety management system of the company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code), for the types of ships listed below: (Delete as appropriate)

Passenger ship

Passenger high-speed craft

Cargo high-speed craft

Bulk carrier

Oil tanker

Chemical tanker

Gas carrier

Mobile offshore drilling unit

Other cargo ship

This Document of Compliance is valid till until……subject to periodical verification.

Completion date of the verification on which this certificate is based……

Issued at……

Date of issue…….

Certificate No. …….

Chief Surveyor with the Govt. of India

Directorate General of Maritime Administration

Mumbai

(Seal or stamp of issuing authority)

Certificate No.

ENDORESEMENT FOR ANNUAL VERIFICATION

This is to certify that, at the periodical verification in accordance with regulation 6.1, Chapter IX of the Convention and paragraph 13.4 of the ISM Code, the safety management system was found to comply with the requirements of the said Code.

1st Annual Verification

Signed.....
(signature of the authorized official)
Place……..
Date…..……

(Stamp)

2nd Annual Verification

Signed…….....
(signature of the authorized official)
Place…..……...
Date…..……

(Stamp)

3rd Annual Verification

Signed.....
(signature of the authorized official)
Place……
Date…….

(Stamp)

4th Annual Verification

Signed……..….....
(signature of the authorized official)
Place……...
Date……

(Stamp)

Form-5

[*See* rule 10(2)]

DOMESTIC DOCUMENT OF COMPLIANCE

[Issued by the Chief Surveyor with the Government of India under sub-rule (2) of rule 10]

Name and Address of the Company: …….

Company Identification Number:…….

This is to certify that the safety management system of the company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code), for the types of Domestic Vessels listed below:

(1) …….

(2) ……

This Domestic Document of Compliance is valid till until……subject to periodical verification

Completion date of the verification on which this certificate is based……

Issued at……

Date of issue……

Certificate No.…….

Chief Surveyor with the Govt. of India
Directorate General of Maritime Administration
Mumbai

(Seal or stamp of issuing authority)

Certificate No.

ENDORSEMENT FOR PERIODICAL VERIFICATION

This is to certify that, at the periodical verification in accordance with the clause (b) of sub-rule (3) of rule 10.

INTERMEDIATE VERIFICATION

Signed……..……..……
(Signature of the authorised official)

Place…….……....……

Date…….……..…

(Stamp)

ADDITIONAL VERIFICATION

Signed……. ……..….
(Signature of the authorised official)

Place……....……..

Date…….…...……

(Stamp)

ADDITIONAL VERIFICATION

Signed…….……...…….
(Signature of the authorised official)

Place…….....…….

Date……..…...……

(Stamp)

ADDITIONALVERIFICATION

Signed…….……
(Signature of the authorised official)

Place……
Date……..……

(Stamp)

[F.[No. SY-19014/199/2025-MG-Part(13)]

MUKESH MANGAL, Addl. Secy.

Uploaded by Dte. of Printing at Government of India Press, Ring Road, Mayapuri, New Delhi-110064
and Published by the Controller of Publications, Delhi-110054.

KUMER CHAND MEENA Digitally signed by KUMER CHAND MEENA Date: 2026.07.14 10:01:26 +05'30'

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-46

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 32 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:07.08.2026.

ದಿನಾಂಕ: 07.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Marine Aids to Navigation (Vessel Traffic Services) Rules, 2026ನ GSR 591(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th July, 2026

G.S.R. 591(E).— Whereas the draft Marine Aids to Navigation (Vessel Traffic Services) Rules, 2026 which the Central Government proposes to make were published, as required by sub-section (1) of section 46 of the Marine Aids to Navigation Act, 2021 (20 of 2021) (hereinafter referred to as the said Act), vide Ministry of Ports, Shipping and Waterways notification number G.S.R. 172 (E), dated the 23rd February, 2026, in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (i), dated the 11th March, 2026, inviting objections and suggestions from all the persons likely to be affected thereby, before the expiry of thirty days from the date on which copies of the Official Gazette containing the said notification were made available to the public;

And whereas the copies of the said Official Gazette were made available to the public on the 11th March, 2026;

And whereas no objections or suggestions received from the public in respect of the said draft rules published by the Central Government.

Now, therefore, in exercise of the powers conferred by sub-section (1) and clauses (c) and (d) of sub-section 2 of section 46 of the Marine Aids to Navigation Act, 2021 (20 of 2021), the Central Government, hereby makes the following rules, namely: -

1. Short title and commencement.- (1) These rules may be called the Marine Aids to Navigation (Vessel Traffic Services) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions.- (1) In these rules, unless the context otherwise requires, -

(a) "Act" means the Marine Aids to Navigation Act, 2021 (20 of 2021);

(b) "competent authority" means the authority appointed by the Central Government under sub-section (1) of section 12 of the Act;

(c) "vessel traffic service area" means an authorised area declared by the Central Government under and for the purpose of clause (a) of section 11 of the Act;

(d) "vessel traffic service provider" means any person, authority or organisation declared and authorised by the Central Government to operate vessel traffic services within a vessel traffic service area.

(2) Words and expressions used in these rules but not defined herein, but defined in the Act, shall have the same meanings respectively assigned to them in the Act.

3. Category of vessel traffic services.- (1) Vessel traffic services within port or harbor limits, shall be categorised as port or harbor vessel traffic services and such services shall be established and operated by the vessel traffic service provider.

(2) Vessel traffic services in coastal waters, including waters of common interest of adjoining ports, as may be necessary to facilitate the safe and efficient movement of vessels in such area, shall be categorised as coastal vessel traffic services.

Explanation. - For the purposes of this sub-rule, the expression "waters of common interest of adjoining ports", means such contiguous or overlapping navigable waters lying between or adjacent to the notified limits of two or more adjoining ports, that are identified and notified by the Government;

(3) For the purposes of sub-rule (2), the Central Government or any person, authority or organisation authorised by it, may establish such services where volume of traffic or degree of risk justifies such establishment.

4. Competent Authority for vessel traffic services.- (1) The Competent Authority appointed by the Central Government under sub-section (1) of section 12 of the Act, shall possess a minimum of five years of professional experience in operation and maintenance of vessel traffic services.

5. Functions of Competent Authority.- (1) The Competent Authority shall discharge all its functions in accordance with the directions of the Central Government.

(2) The Competent Authority shall discharge the following functions, namely: -

(a) for authorisation of vessel traffic service providers,-

(i) circulate standard procedures and criteria for such authorisation;

(ii) examine and review proposals submitted by vessel traffic service providers for establishment, modification or expansion of vessel traffic services in an authorised area; and

(iii) monitor compliance with the conditions of authorisation through inspections, audits and performance reviews.

(b) with regard to standards for establishment and operation of vessel traffic services,-

(i) assist the Central Government in formulation of standards, guidelines, and recommendations for establishing and operating vessel traffic services in India, in line with the recommendations and guidelines issued by the International Organisation for Marine Aids to Navigation from time to time;

(ii) standardise specification for vessel traffic services' equipment with the prior approval of the Central Government;

(iii) standardise scale of manning and their qualification with the prior approval of the Central Government for effective operation of vessel traffic services; and

(iv) promote uniformity and interoperability of vessel traffic services' systems and procedures across different vessel traffic services areas, as far as practicable.

(c) for ensuring efficient coordination and exchange of information,-

(i) coordinate with vessel traffic service providers, maritime administrations, coastal State authorities, and other relevant State and Central Government agencies to ensure effective operation of vessel traffic services; and

(ii) facilitate effective exchange of information between vessel traffic services and State or Central Government authorities.

(d) for the purpose of audit, review, and continuous improvement of vessel traffic services,-

(i) conduct audits at intervals specified as per the standard procedure approved by the Central Government for ensuring that the vessel traffic services are complying with the circulated standards, operational procedures, and service requirements; and

(ii) convey audit findings to vessel traffic service provider with the direction to rectify the non-compliances, if any, within specified period.

(e) for documentation and record-keeping ensure that,-

(i) adequate records relating to authorisations, certifications, audits, and inspections are maintained;

(ii) operational data and communications are preserved in accordance with the retention period specified by the Central Government; and

(iii) confidentiality and data protection requirements are observed.

6. Use of vessel traffic services by vessels. - The Competent Authority may, in accordance with the guidelines issued by the International Maritime Organisation and International Organisation for Marine Aids to Navigation, from time to time, advise the Central Government on measures relating to the use of vessel traffic services by vessels navigating within a vessel traffic service area.

[F. No. LH-11012/4/2021-SL]

MUKESH MANGAL, Addl. Secy.

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KUMER CHAND MEENA
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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
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ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-47

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 33 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:07.08.2026.

ದಿನಾಂಕ: 08.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Continuous Discharge Certificate) Rules, 2026ನ GSR 594(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 8th July, 2026

G.S.R. 594(E).— In exercise of the powers conferred by clause (a) of sub-section (1), clauses (c) and (ze) of sub-section (2) of section 113 read with clause (c) of sub-section (1) of section 58 of the Merchant Shipping Act, 2025 (24 of 2025) and in supersession of the Merchant Shipping (Continuous Discharge Certificate) Rules, 2017, except as respect things done or omitted to be done before such supersession, the Central Government hereby makes the following rules, namely: —

1. **Short title and commencement. —** (1) These rules may be called the Merchant Shipping (Continuous Discharge Certificate) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. **Application. —** These rules shall apply to citizens of India, who fulfil the eligibility conditions specified in rule 4.

3. **Definitions. —**

(1) In these rules, unless the context otherwise requires, —

(a)"Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b)“continuous discharge certificate” means continuous discharge certificate issued under these rules;

(c)“continuous discharge certificate e-module” means a web-based system set up and maintained by the Director-General for—

(i) facilitating submission of applications for issuance, renewal and replacement of continuous discharge certificates and facilitating other processes under these rules; and

(ii)preserving, retaining and granting access to secure electronic records relating to such applications and certificates;

(d)"Form" means a form appended to these rules;

(e)"issuing authority" means the shipping master as defined in clause (61) of section 3 of the Act; and

(f) "Schedule" means the schedule appended to these rules.

(2) Words and expressions used in these rules and not defined but defined in the Act shall have the meanings respectively assigned to them in the Act.

4. **Eligibility criteria for obtaining a continuous discharge certificate.** — Any applicant desirous of obtaining a continuous discharge certificate shall fulfil all the following eligibility criteria, namely: —

(a) The applicant shall be a citizen of India;

(b) The applicant shall possess a valid medical certificate issued in accordance with the applicable rules made under the Act;

(c) The applicant shall possess the following valid certificates from an approved maritime training institute, namely: —

(i) Personal Survival Techniques;

(ii) Fire Prevention and Fire Fighting;

(iii) Elementary First Aid;

(iv) Personal Safety and Social Responsibility; and

(v) Security Training for Seafarers with Designated Security Duties;

(d) The applicant shall not be less than sixteen years of age;

(e) The applicant shall have passed tenth standard from a Board of School Education established or recognised by the Central Government or any State Government or hold an equivalent qualification from any foreign institution.

Explanation. - For the purposes of this clause, the expression "equivalent qualification" means a qualification equivalent to Indian standards as certified by any Government body authorised by the Ministry of Education to grant equivalence to foreign school certificates in India; and

(f) The applicant shall fulfil such other eligibility criteria as may be specified by the Director-General.

5. **Application for issuance of a continuous discharge certificate.** — (1) An applicant desirous of obtaining a continuous discharge certificate shall apply to the issuing authority in the Form-I through the continuous discharge certificate e-module and pay the fee as specified in the Schedule.

(2) Where the issuing authority is satisfied that the applicant fulfils all the eligibility conditions provided in rule 4, the issuing authority shall issue the continuous discharge certificate in Form-II within thirty days from the date of receipt of application.

(3) The continuous discharge certificate shall be dispatched to the address provided by the applicant in their application through expeditious means:

Provided that in urgent cases, the issuing authority may deliver the continuous discharge certificate to the applicant in person, upon production of documentary proof of urgency or vessel joining requirements from the ship owner.

(4) If the continuous discharge certificate is returned undelivered to the office of the issuing authority, the applicant may collect the same in person from the office of the issuing authority with proper identification or documentation.

(5) In case, an applicant does not receive the continuous discharge certificate within a period of one year from the date of issuance, the issued continuous discharge certificate shall be cancelled by the issuing authority.

(6) If an applicant submits any false or fraudulent document or information for the purpose of obtaining a continuous discharge certificate, such application shall be rejected forthwith.

(7) Where any application for continuous discharge certificate is rejected on any grounds, the reasons for rejection of the application shall be intimated to the applicant.

6. **Period of validity.** — (1) A continuous discharge certificate issued under these rules shall be valid for a period of ten years from the date of its issuance or renewal.

(2) In case the period of validity of continuous discharge certificate expires during a voyage, it shall continue to be valid until the end of such voyage.

7. **Renewal.** — (1) An application for renewal of continuous discharge certificate may be made in Form-III through the continuous discharge certificate e-module along with fees as specified in the Schedule, within eighteen months prior to the date of expiry or at any time after the date of its expiry.

(2) Where the issuing authority is satisfied that the continuous discharge certificate holder fulfils all the eligibility conditions provided in rule 4, the issuing authority shall renew the continuous discharge certificate, within thirty days from the date of receipt of application:

Provided that corresponding advanced training certificates, if any, in lieu of the certificates specified in clause (c) of rule 4, shall be accepted.

8. **Issuance of a duplicate continuous discharge certificate.** — (1) Where a continuous discharge certificate is lost in India, the continuous discharge certificate holder may apply to the concerned issuing authority in Form-IV through the continuous discharge certificate e-module along with a copy of the police compliant and fee as specified in the Schedule for issuance of a duplicate copy of continuous discharge certificate.

(2) Where a continuous discharge certificate is lost onboard vessel, the continuous discharge certificate holder may apply to the concerned issuing authority as per Form-IV through the

continuous discharge certificate e-module along with the enquiry report, official logbook entries and fee as specified in the Schedule for the issuance of a duplicate copy of continuous discharge certificate.

(3) Where a continuous discharge certificate is lost under extraordinary circumstances and the logbook entry or other required documents are not available due to circumstances which are beyond the control of the concerned seafarer or master of the vessel, the continuous discharge certificate holder may apply to the concerned issuing authority in Form-IV through the continuous discharge certificate e-module along with the documentary evidence submitted by the Flag State or by the ship owner and the fee as specified in the Schedule for the issuance of a duplicate copy of continuous discharge certificate:

Provided that in case of loss of a certificate due to fire onboard a vessel or due to any other marine peril, no such fee shall be charged.

9. **Issuance of a replacement continuous discharge certificate.** — (1) Where a continuous discharge certificate is destroyed, defaced or mutilated or torn or the pages of the continuous discharge certificate are exhausted, the holder may apply to the issuing authority as per Form-V through the continuous discharge certificate e-module along with a fee as specified in the Schedule for issuance of a replacement continuous discharge certificate.

(2) An application for alteration or modification of any particulars in the existing continuous discharge certificate shall be made to the issuing authority in Form-V through the continuous discharge certificate e-module along with a fee as specified in the Schedule, accompanied by a valid passport and any other relevant document issued by the Central Government or State Government.

(3) The applicant shall submit the existing continuous discharge certificate prior to the issuance of the replacement continuous discharge certificate.

10. **Cancellation, withdrawal or suspension of a continuous discharge certificate.** —

(1) The Director-General may, under sub-section (5) of section 62 of the Act, suspend or withdraw any continuous discharge certificate, for such period as may be specified in the order.

(2) The Director-General may, under sub-section (3) of section 99 of the Act, suspend or cancel any continuous discharge certificate for such period as may be specified in the order, during the course of the hearing or legal proceeding for any offence specified in sub-section (1) of section 99 of the Act.

(3) The Director-General may, under sub-section (3) of section 98 of the Act, direct the issuing authority to withhold the continuous discharge certificate for such period as may be specified in such direction.

(4) Where a seafarer is convicted of an offence under sub-section (1) of section 100 of the Act, in case of smuggling of goods, the Director-General may direct the issuing authority that the continuous discharge certificate of such seafarer be cancelled or suspended, as the case may be, for such period as may be specified in the direction.

(5) If the issuing authority is satisfied that a continuous discharge certificate holder has obtained the continuous discharge certificate based on any false or fraudulent document or information, the issuing authority may cancel such continuous discharge certificate.

(6) In case of any report of death or disappearance of a continuous discharge certificate holder, the continuous discharge certificate may be cancelled by the concerned issuing authority.

(7) Every order for cancellation, withdrawal or suspension shall be a reasoned order in writing and sent by the issuing authority to the continuous discharge certificate holder and intimated to all other Issuing Authorities in India and the Director-General.

(8) No order under this rule shall be passed unless the continuous discharge certificate holder has been given an opportunity of being heard.

(9) A person whose continuous discharge certificate is cancelled shall be debarred from applying for renewal of continuous discharge certificate for such period as may be specified by the issuing authority in the order for cancellation.

11. **Surrender of a continuous discharge certificate.** — (1) Any continuous discharge certificate holder, who has acquired citizenship of a country other than India, shall surrender the continuous discharge certificate to the issuing authority immediately, after which the issuing authority shall cancel the same by way of endorsement and return such cancelled continuous discharge certificate to such person.

(2) In case of permanent disablement, the continuous discharge certificate holder shall surrender their continuous discharge certificate to the issuing authority immediately upon the payment of compensation, after which the issuing authority shall cancel the same by way of endorsement and return such cancelled continuous discharge certificate to such person.

(3) If a continuous discharge certificate holder wishes to discontinue the sea-going service and requests for cancellation of their continuous discharge certificate, the holder shall surrender their continuous discharge certificate to the issuing authority, after which the issuing authority shall cancel the same by way of endorsement and return such cancelled continuous discharge certificate to such person.

12. **Fee. —** (1) The fees payable under these rules shall be such as specified in the Schedule or such other fees as the Central Government may, by notification, specify.

(2) Fees shall be payable to the issuing authority through the continuous discharge certificate e-module.

13. **Appeal**. — (1) Any person aggrieved by any order of the issuing authority under these rules, may, within a period of sixty days from the date of receipt of such order, prefer an appeal to the jurisdictional principal officer.

(2) The principal officer shall dispose of such appeal within a period of thirty days from the date of receipt of the appeal.

(3) No order shall be passed under this rule unless the parties have been given a reasonable opportunity of being heard.

(4) Every appeal made under this rule shall be accompanied by a copy of the order appealed against.

Schedule

Fees

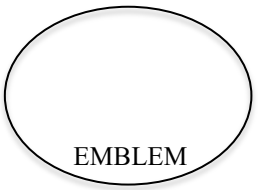
[See rules 5(1), 7(1), 8(1), 8(2), 8(3), 9(1), 9(2)]

Sr. No.	**Particulars**	**Amount in Indian rupees (INR)**
(1)	**(2)**	**(3)**
1	Application for issuance of continuous discharge certificate	3000/-
2	Application for renewal of continuous discharge certificate	3000/-
3	Application for duplicate continuous discharge certificate	3000/-
4	Application for replacement or alteration of continuous discharge certificate	3000/-

FORM - I

[See sub-rule (1) of rule 5]

GOVERNMENT OF INDIA



Application Form for Continuous Discharge Certificate

1. Application Number
2. Application Date
3. Office applied to
4. Name of the Candidate in full
5. Name of Father/Legal Guardian
6. Name of Mother
7. Name of Spouse
8. Sex
9. Date of birth
10. Place of birth
11. Nationality
12. Indian National Database of Seafarers No.
13. Indian National Database of Seafarers issue date
14. Height (in cms.)
15. Colour of eyes
16. Identification mark (if any)
17. Valid passport No.
18. Passport Issue date
19. Passport Expiry Date
20. Passport Issue Place
21. Permanent address
22. E-mail
23. Tel. No. /Mobile No.
24. Details of Point of Contact
    a. Name
    b. Relationship with the applicant
    c. Address
    d. Tel. No./Mobile No.
    e. Email ID
25. Standards of Training, Certification and Watchkeeping for Seafarers course details- Name of the course, Certificate No., Date of issue, Name of the institute
26. Medical fitness certificate by the Director-General approved medical examiner- Name of the doctor, Director-General approval No. for doctor, Place of issue of medical fitness certificate, Date of issue of medical fitness certificate.
27. Details of fee-
    (a) Mode of payment: E-payment
    (b) Amount:

Declaration

1. I hereby declare that all the statements made in this application are true and complete to the best of my knowledge and belief and nothing has been concealed/distorted.
2. I also affirm and declare that I have not been previously issued with a continuous discharge certificate, and I have not submitted an application for continuous discharge certificate to any other issuing authority in India.
3. I am aware that, if at any time, I am found to have concealed or distorted any material information and the issuing authority has reasons to believe that I have obtained the continuous discharge certificate by presenting false or erroneous information, my continuous discharge certificate will be cancelled forthwith as per sub-rule (5) of rule 10 of the Merchant Shipping (Continuous Discharge Certificate) Rules, 2026.

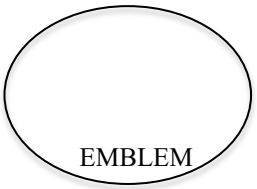
Place: ……. Signature of the Applicant: ……

Date: …….. Name of the Applicant: (……)

FORM - II

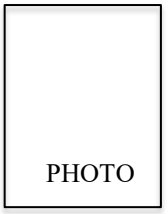
[See sub-rule (2) of rule 5]

GOVERNMENT OF INDIA



CONTINUOUS DISCHARGE CERTIFICATE

GOVERNMENT OF INDIA



Name of Seafarer in full

Continuous discharge certificate No.

Shipping Master Office

Date of issue

Date of expiry

Date of birth

Nationality

Sex

Height (in cms.)

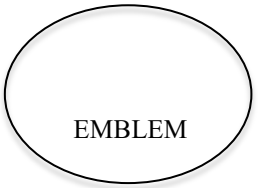
Colour of eyes

Indian National Database of Seafarers No.

Identification mark

Seafarer’s signature

GOVERNMENT OF INDIA

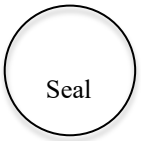


This continuous discharge certificate is issued under the Merchant Shipping (Continuous Discharge Certificate) Rules 2026.

Signature of issuing authority

Name

Designation



Details of certificates

Name of the Certificate	**Number**	**Date and Name of the Institute**

Details of Voyages

Sr. No.	**Name of vessel, Official No., International Maritime Organisation (IMO) No., Port of Registry, Kw, GT.**	**Date and place of engagement**	**Date and place of discharge**	**Rank of seafarer**	**Description of Voyages** **Foreign Going/Near Coastal Voyage Indian Coastal**	**Signature of master with seal**
(1)	**(2)**	**(3)**	**(4)**	**(5)**	**(6)**	**(7)**
(1)						
(2)						
(3)						
(4)						
(5)						
(6)						
(7)						
(8)						
(9)						
(10)						
(11)						
(12)						
(13)						
(14)						
(15)						
(16)						
(17)						
(18)						

(19)						
(20)						
(21)						
(22)						
(23)						
(24)						

Space for Renewal Sticker

Space for official Use

PERMANENT ADDRESS OF SEAFARER

_____

_____

_____

_____

Tel. No. /Mobile No._____

E-mail_____

POINT OF CONTACT OF SEAFARER

Name_____

Relationship _____

Address_____

_____

_____

_____

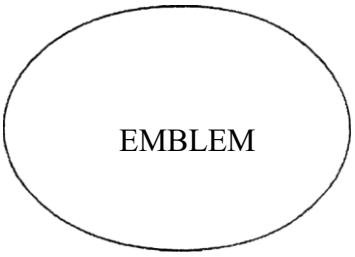
Tel No. /Mobile No._____

E-mail ID _____

FORM - III

[See sub-rule (1) of rule 7]

GOVERNMENT OF INDIA



APPLICATION FORM FOR RENEWAL OF CONTINUOUS DISCHARGE CERTIFICATE

1. Application Number
2. Application Date
3. Office applied to
4. Name of the Candidate in full
5. Name of Father/Legal Guardian
6. Name of Mother
7. Name of Spouse
8. Sex
9. Date of birth
10. Place of birth
11. Nationality
12. Indian National Database of Seafarers No.
13. Indian National Database of Seafarers issue date
14. Height (in cms.)
15. Colour of eyes
16. Identification marks (if any)
17. Valid passport No.
18. Passport Issue date
19. Passport Expiry Date
20. Passport Issue Place
21. Has your continuous discharge certificate been cancelled or withdrawn or suspended under these rules:
22. Permanent address
23. E-mail
24. Tel. No. /Mobile No.
25. Details of Point of Contact
    a. Name
    b. Relationship with the applicant
    c. Address
    d. Tel. No./Mobile No.
    e. Email ID

26. Standards of Training, Certification and Watchkeeping for Seafarers course details- Name of the course, Certificate No., Date of issue, Name of the institute

a. Refresher Course details (*Tick if applicable*) ☐

i. Name of the course, Certificate No., Date of issue, Name of the institute

27. Medical fitness certificate by the Director-General approved medical examiner- Name of the doctor, Director-General approval No. for doctor, Place of issue of medical fitness certificate, Date of issue of medical fitness certificate.

28. Details of fee-

c. Mode of payment: E-payment

d. Amount

Declaration

1. I hereby declare that all the statements made in this application are true and complete to the best of my knowledge and belief and nothing has been concealed or distorted.

2. I am aware that, if at any time, I am found to have concealed or distorted any material information and the issuing authority has reasons to believe that I have obtained the continuous discharge certificate by presenting false or erroneous information, my continuous discharge certificate will be cancelled forthwith as per sub-rule (5) of rule 10 of the Merchant Shipping (Continuous Discharge Certificate) Rules, 2026.

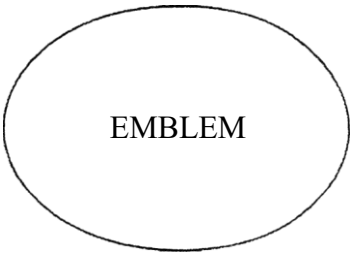
Place: ……. Signature of the Applicant: ……

Date: …….. Name of the Applicant: (……)

FORM - IV

[See sub-rules (1), (2) and (3) of rule 8]

GOVERNMENT OF INDIA



APPLICATION FORM FOR DUPLICATE OF CONTINUOUS DISCHARGE CERTIFICATE

1. Application Number
2. Application Date
3. Office applied to
4. Name of the Candidate in full
5. Name of Father/Legal Guardian
6. Name of Mother
7. Name of Spouse
8. Sex
9. Date of birth
10. Place of birth
11. Nationality
12. Indian National Database of Seafarers No.
13. Indian National Database of Seafarers issue date
14. Height (in cms.)
15. Colour of eyes
16. Identification mark (if any)
17. Continuous Discharge Certificate:
    a) Number:
    b) Issue date
    c) Expiry date
    d) Issue Place
18. In case continuous discharge certificate is lost (as may be applicable):
    a) Police Complaint No.:
       Date
       Police Station:
    b) Enquiry report and date:
    c) Official logbook entry and date:
    d) Documentary evidence submitted by the Flag State or by the ship owner, and date:
19. If any, Name of police station District/State
20. Permanent address
21. E-mail

22. Tel. No. /Mobile No.

23. Details of Point of Contact
    a. Name
    b. Relationship with the applicant
    c. Address
    d. Tel. No./Mobile No.
    e. Email ID

24. Standards of Training, Certification and Watchkeeping for Seafarers course details- Name of the course, Certificate No., Date of issue, Name of the institute
    a. Refresher Course details (*Tick if applicable*) ☐
    i. Name of the course, Certificate No., Date of issue, Name of the institute

25. Details of fee-
    a. Mode of payment: E-payment
    b. Amount:

Declaration

I hereby declare that all the statements made in this application are true and complete to the best of my knowledge and belief and nothing has been concealed or distorted.

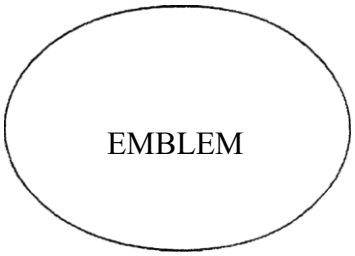
Place: ……. Signature of the Applicant: ……

Date: …….. Name of the Applicant: (……)

FORM - V

[See sub-rules (1) and (2) of rule 9]

GOVERNMENT OF INDIA



APPLICATION FORM FOR REPLACEMENT OR ALTERATION OF CONTINUOUS DISCHARGE CERTIFICATE

1. Application Number
2. Application Date
3. Office applied to
4. Name of the Candidate in full
5. Name of Father/Legal Guardian
6. Name of Mother
7. Name of Spouse
8. Sex
9. Date of birth
10. Place of birth
11. Nationality
12. Indian National Database of Seafarers No.
13. Indian National Database of Seafarers issue date
14. Height (in cms.)
15. Colour of eyes
16. Identification mark (if any)
17. Continuous Discharge Certificate:
    a) Number
    b) Issue date
    c) Expiry date
    d) Issue Place
18. Details of modification of any particulars in your seafarer's identity document:
19. Whether your continuous discharge certificate is:
    a) defaced:
    b) destroyed:
    c) mutilated:
    d) torn:
    e) pages of the continuous discharge certificate are exhausted
20. Permanent address
21. E-mail
22. Tel. No./Mobile No.

23. Details of Point of Contact:
    a. Name
    b. Relationship with the applicant
    c. Address
    d. Tel. No./Mobile No.
    e. Email ID

24. Standards of Training, Certification and Watchkeeping for Seafarers course details- Name of the course, Certificate No., Date of issue, Name of the institute

    a. Refresher Course details (Tick if applicable) ☐
    i. Name of the course, Certificate No., Date of issue, Name of the institute

25. Medical fitness certificate by the Director-General approved medical examiner- Name of the doctor, Director-General approval No. for doctor, Place of issue of medical fitness certificate, Date of issue of medical fitness certificate.

26. Details of fee-

    a. Mode of payment: E-payment
    b. Amount

Declaration

I hereby declare that all the statements made in this application are true and complete to the best of my knowledge and belief and nothing has been concealed or distorted.

Place: ……. Signature of the Applicant: ……

Date: …….. Name of the Applicant: (……)

[F. No. SY-19014/197/2025-MG]

MUKESH MANGAL, Addl. Secy.

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and Published by the Controller of Publications, Delhi-110054.

SARVESH KUMAR SRIVASTAVA Digitally signed by SARVESH KUMAR SRIVASTAVA Date: 2026.07.16 03:37:57 +05'30'

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-48

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 34 ಕೇನಿಪ್ರ 2026 ಬೆಂಗಳೂರು, ದಿನಾಂಕ:07.08.2026.

ದಿನಾಂಕ: 08.07.2026ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Merchant Shipping (Control of Anti-fouling System) Rules, 2026ನ GSR 595(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರುಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 8th July, 2026

G.S.R. 595(E).— In exercise of the powers conferred by sub-sections (2) and (5) of section 133, section 134, sub-section (2) of section 135 read with sub-sections (1) and (2) of section 143 of the Merchant Shipping Act, 2025 (24 of 2025), and in supersession of the Merchant Shipping (Control of Anti-Fouling System) Rules, 2016, except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following rules, namely: –

1. Short title and commencement. − (1) These rules may be called the Merchant Shipping (Control of Anti-fouling System) Rules, 2026.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Application. – Unless otherwise provided, these rules shall apply to-

(a) Indian vessel and every other vessel registered in India;

(b) vessel not entitled to fly the flag of India but which operate under the authority of India;

(c) vessel that enters a port, shipyard or offshore terminal or place in India or within the coastal waters.

3. Definitions. – (1) In these rules, unless the context otherwise requires**, -**

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "administration" with respect to a vessel entitled to fly a flag of another State means the Government of that State and with respect to fixed or floating platforms engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources, the administration means the Government of the coastal State concerned;

(c) "anti-fouling system" means a coating, paint, surface treatment, surface, or device that is used on a vessel to control or prevent attachment of unwanted organisms;

(d) "certificate" means an International Anti-Fouling System Certificate or Indian Anti-Fouling System Certificate, as the case may be;

(e) "convention" means the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, as amended from time to time;

(f) "International voyage" means a voyage from or to a port or place in India to or from a port or place outside India or between any ports outside India;

(g) "length" means the length as defined in the applicable rules made under the Act dealing with load line;

(h) "Organisation" means the International Maritime Organization;

(i) "Recognised Organisation" means an organisation that has been assessed and approved by the Director-General to perform, on its behalf, delegated statutory certification and services under mandatory International Maritime Organization instruments and national legislation and found to comply with the Recognized Organization Code adopted by International Maritime Organization Resolution MSC. 349(92), as amended;

(j) "Schedule" means the schedule appended to these rules.

(2) Words and expressions used in these rules and not defined but defined in the Act shall have meanings respectively assigned to them in the Act.

4. Controls on anti-fouling systems. – (1) In accordance with the requirements specified in the Schedule, the application, re-application, installation, or use of harmful anti-fouling systems on vessels referred to in clause (a) or (b) of rule 2 is prohibited.

(2) In accordance with the requirements specified in the Schedule, the application, re-application, installation, or use of such systems, whilst in any port, shipyard, or offshore terminal in India, on vessels referred to in clause (c) of rule 2 is prohibited.

5. Procedure for survey and certification. – (1) All vessels of 400 gross tonnage and above referred to in clause (a) of rule 2, engaged in international voyages or plying in coastal waters, excluding fixed or floating platforms, Floating Storage Units and Floating Production Storage and Offloading Units, shall be subject to surveys as specified below, namely: -

(a) an initial survey, before the vessel has been put into service, or before the International Anti-Fouling System Certificate or, the Indian Anti-Fouling System Certificate, as the case may be, is issued for the first time; and

(b) a survey, when the anti-fouling systems have been changed or replaced, and such change or replacement has been endorsed on the International Anti-Fouling System Certificate or the Indian Anti-Fouling System Certificate, as the case maybe.

(2) The surveys referred to in sub-rule (1) shall be such as to ensure that anti-fouling system of the vessel is in accordance with and fully complies with the provisions of these rules and of the convention.

(3) The surveys of the vessels referred to in sub-rule (1) shall be carried out by the surveyors in accordance with the applicable rules made under the Act.

(4) When the surveyor determines that the anti-fouling system of the vessel does not confirm either to the particulars of the International Anti-Fouling System Certificate, or the Indian Anti-Fouling System Certificate, or to the provisions of these rules or the Convention, the surveyor shall immediately ensure that corrective action is taken to bring the vessel into compliance, and the surveyor shall notify the Director-General of any such determination.

(5) If the corrective action referred to in sub-rule (4) is not complied with, the Director-General shall be informed in writing by the forthwith and the International Anti-Fouling System Certificate or the Indian Anti-Fouling System Certificate, as the case may be, shall not be issued or if already issued**,** the respective certificate shall, by order, be withdrawn by the Director-General**.**

(6) In a situation specified in sub-rule (4) or (5), if the vessel is in the port of another State, the appropriate authorities of the port State shall be informed forthwith in writing by Director-General.

(7) The Director-General shall specify the appropriate measures for vessels that are not subject to the provisions of sub-rule (1) in order to ensure that these rules are complied with.

6. Issue or endorsement of an International Anti-Fouling System Certificate or Indian Anti-Fouling System Certificate. – (1) The Director-General or a recognised organisation shall require, after the successful completion of a survey in accordance with rule 5, to issue or endorse –

(a) International Anti-Fouling System Certificate to vessels referred to in sub-rule (1) of rule 5, which is of 400 gross tonnage and above and engaged in an international voyage; or

(b) Indian Anti-Fouling System Certificate to vessels referred to in sub-rule (1) of rule 5, which is of 400 gross tonnage and above, with appropriate conditions as applicable for each type of vessel and not engaged in international voyage; or

(c) Indian Anti-Fouling System Certificate to an Indian vessel entitled to fly Indian flag which is below 400 gross tonnage, with appropriate conditions as applicable for each type of vessel and not engaged in international voyage.

(2) The certificate and record shall be in Form I or in Form II, as the case may be.

(3) The certificates issued under this rule shall be endorsed by the Director-General and the Director-General shall assume full responsibility for the certificate.

(4) For vessels bearing an anti-fouling system controlled under the Schedule that was applied before the date of entry into force of a control for such a system, the Director-General shall issue a certificate in accordance with the provisions of this rule not later than two years after entry into force of that control.

7. **Issue or Endorsement of an International Anti-Fouling System Certificate by Director- General at the request of another administration. –** (1) At the request of an administration to which to the convention applies, the Director- General may cause a vessel of the administration concerned to be surveyed and, if satisfied, shall issue or authorise the issue of International Anti-Fouling System Certificate to the vessel and, where appropriate, endorse or authorise the endorsement of the International Anti-Fouling System Certificate for the vessel in accordance with convention.

(2) Upon complying with sub rule (1) of this rule, a copy of the certificate and a copy of the survey report shall be transmitted as soon as possible to the administration concerned.

(3) The certificate so issued shall contain a statement that it has been issued at the request of the administration concerned.

(4) Where the survey is to be carried out for an Indian vessel which is in the jurisdiction of an administration, the Director-General may request that administration to carry out a survey in accordance with the provisions of the convention and issue an International Anti-fouling certificate, if such administration is authorised to do the same.

(5) No certificate shall be issued to a vessel which is entitled to fly the flag of a State which is not a party to the convention.

8. Validity of an International Anti-Fouling System Certificate or Indian Anti-Fouling System Certificate. – (1) The International Anti-Fouling System Certificate or the Indian Anti-Fouling System Certificate issued under rule 6, or the International Anti-Fouling System Certificate issued under rule 7, shall cease to be valid in the following cases, namely:

(a) if the anti-fouling system is changed or replaced and the **c**ertificate is not endorsed in accordance with the provisions of these rules; and

(b) upon transfer of the vessel to the flag of another State.

(2) The issue by Director-General of a new certificate to a vessel transferred from another State may be based on a new survey or on a valid certificate issued by the previous state whose flag the vessel was entitled to fly.

(3) Where a request has been made by the administration to which an Indian vessel was transferred within three months from the date of transfer, the Director-General may, as soon as possible, transmit to that administration a copy of the certificates carried by the vessel prior to the transfer and, if available, a copy of the relevant survey reports.

9. Declaration on anti-fouling system. – (1) A vessel of 24 meters or more in length referred to in clause (a) of rule 2, but less than 400 gross tonnage**,** engaged in international voyages, excluding fixed or floating platforms, floating storage units, and floating production storage and off-loading units**,** shall be

required to carry a declaration signed by the owner or owner's authorised agent, and such declaration shall be accompanied by appropriate documentation (such as a paint receipt or a contractor invoice) or contain appropriate endorsement.

(2) The declaration referred in sub-rule (1) shall be in Form III.

10. Procedure for control of waste anti-fouling materials. –The waste from the application or removal of anti-fouling system controlled as specified in the Schedule shall be collected, handled, treated and disposed of in a safe and environmentally sound manner to protect human health and the environment, in accordance with Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016, and the applicable rules made under the Act.

11. Inspection of vessels and detection of violations. – (1) A vessel to which these rules applies may, in any Indian port, shipyard, or offshore terminal, be inspected by surveyors for the purpose of determining whether the vessel is in compliance with these rules and unless there exists clear grounds for believing that a vessel is in violation of these rules, any such inspection shall be limited to –

(a) verifying that, where required, there is onboard a valid International Anti-fouling System Certificate or Indian Anti-Fouling System Certificate or a Declaration on Anti-fouling System; and

(b) a brief sampling of the anti-fouling system of the vessel that does not affect the integrity, structure, or operation of the anti-fouling system taking into account guidelines developed by the organisation, as may be required.

(2) The time required to process the results of such sampling under clause (b) of sub-rule (1) shall not be used as a basis for preventing the movement and departure of the vessel.

(3) If there are clear grounds to believe that the vessel is in violation of these rules, a thorough inspection may be carried out taking into account guidelines developed by the organisation and in accordance with the applicable rules made under the Act dealing with Port State Control and Flag State Implementation.

12. Penalties and enforcement. – (1) Any contravention of these rules or failure to comply with any requirement thereof shall be liable to penalties as specified in the Act.

(2) Any person who operates any vessel in contravention of the provisions of these rules, and for which no specific penalty is provided under sub-section (2) of section 281 of the Act, shall be liable to penalty which may extend to fifty thousand rupees, and if the breach is a continuing one, with further penalty which may extend to five thousand rupees for every day after the first day during which the breach continues.

(3) The imposition of any penalty under this rule shall not absolve the owner or master from the requirement of rectifying the non-compliance.

SCHEDULE
[*See* rules 4,6 and 10]
CONTROL ON ANTI FOULING SYSTEMS
TABLE

Anti-fouling system	**Control measures**	**Application**	**Effective date**
Organotin compounds which act as biocides in anti-fouling systems	vessel shall not apply or re-apply such compounds	All vessels	1st January, 2003.
Organotin compounds which act as biocides in anti-fouling systems	vessels either,- (1) shall not bear such compounds on their hulls or external parts or surfaces; or (2) shall bear a coating that forms a barrier to such compounds leaching from the underlying non-compliant anti-fouling systems	All vessels (except fixed and floating platforms, floating storage units, and floating production storage and offloading units that have been constructed prior to the 1st January, 2003 and that have not been in dry-docked on or after the 1st January, 2003).	1st January 2008
Cybutryne CAS No. 28159-98-0	vessels shall not apply or re-apply anti-fouling systems containing this substance	All vessels	1 January 2023
Cybutryne CAS No. 28159-98-0	vessels bearing an anti-fouling system that contains this substance in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either: (1) remove the anti-fouling system; or (2) apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system	All vessel except: (1) fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023; (2) vessels not engaged in International voyages; and (3) vessels of less than 400 gross tonnage engaged in International voyages, if Accepted by the coastal State(s)	At the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the vessel of an anti-fouling system containing cybutryne

FORM I

[*See* sub-rule (2) of rule 6]

INTERNATIONAL ANTI-FOULING SYSTEM CERTIFICATE

(This certificate shall be supplemented by a Record of Anti-fouling Systems)

Official Seal **(State)**

Issued under the International Convention on the Control of Harmful Anti-Fouling Systems on vessels under the authority of the Government of

.....

(name of the State)

by.....

(Person or organization authorized)

When a Certificate has been previously issued, this Certificate replaces the certificate dated.....

Particulars of ship)

Name of ship.....

Distinctive number or letters.....

Port of registry.....

Gross tonnage.....

IMO Number……..

An anti-fouling system controlled under Annex 1 containing:

	Has not been applied during or after construction of this ship	**Has been applied on this ship previously, but has been removed by**	**Has been applied on this ship previously, but has been covered with a sealer coat applied by**	**Has been applied on this ship previously, but is not in the external coating layer of the hull or external parts or surfaces on**	**Was applied on this ship prior to**
Organotin compounds which act as biocides	□	…… *(insert name of the facility)* on …… … *(dd/mm/yyyy)* □	…… *(insert name of the facility)* on ……. *(dd/mm/yyyy)* □	Not applicable	Not applicable
Cybutryne	□	…… *(insert name of the facility)* on …… … *(dd/mm/yyyy)* □	…… *(insert name of the facility)* on ……. *(dd/mm/yyyy)* □	1 January 2023 □	1 January 2023, but must be removed or covered with a sealer coat prior to …… … …. *(dd/mm/yyyy)* □

THIS IS TO CERTIFY THAT: (1) the vessel has been surveyed in accordance with regulation 1 of Annex 4 to the Convention; and

(2) the survey shows that the anti-fouling system on the vessel complies with the applicable requirements of Annex 1 to the Convention.

Issued at.....

(Place of issue of Certificate)

....

(Date of issue) (Signature of authorised official issuing the Certificate)

Date of completion of the survey on which this certificate is issued: .....

RECORD OF ANTI-FOULING SYSTEMS

This Record shall be permanently attached to the International Anti-Fouling System Certificate.

Particulars of ship

Name of ship: .....

Distinctive number or letters: .....

IMO number: .....

Details of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used.....

.....

Date(s) of application of anti-fouling system(s).....

Name(s) of company(ies) and facility(ies)/location(s) where applied.....

.....

Name(s) of anti-fouling system manufacturer(s).....

Name(s) and colour(s) of anti-fouling system(s).....

.....

Active ingredient(s) and their Chemical Abstract Services Registry Number(s) (CAS number(s)) .....

.....

Type(s) of sealer coat, if applicable.....

.....

Name(s) and colour(s) of sealer coat applied, if applicable .....

.....

Date of application of sealer coat .....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at..... *(Place of issue of Record)*

....

(Date of issue) *(Signature of authorized official issuing the Record)*

Endorsement of the Records

THIS IS TO CERTIFY that a survey required in accordance with regulation 1(1)(b)of Annex 4 to the Convention found that the vessel was in compliance with the Convention

Details of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used.....

.....

Date(s) of application of anti-fouling system(s).....

Name(s) of company(ies) and facility(ies) location(s) where applied.....

.....

Name(s) of anti-fouling system(s) manufacturer(s).....

.....

Name(s) and colour(s) of anti-fouling system(s).....

.....

Active ingredient (s) and their Chemical Abstract Services Registry Number(s)(CAS number(s).....

.....

Type(s) of sealer coat, if applicable.....

.....

Name(s) and colour(s) of sealer coat applied, if applicable .....

.....

Date of application of sealer coat.....

Signed: .....

(Signature of authorised official issuing the Record)

Place: .....

Date:.....

(Seal or stamp of the authority)

FORM II

[*See* sub-rule (2) of rule 6]

INDIAN ANTI-FOULING SYSTEM CERTIFICATE

(This certificate shall be supplemented by a Record of Anti-fouling Systems)

Issued under Merchant Shipping (Control of Anti Fouling System) Rules, 2026 on vessels under the authority of the Government of India

by

.....

(Person or organisation authorised)

When a Certificate has been previously issued, this Certificate replaces the certificate dated.....

Particulars of vessel

Name of vessel.....

Distinctive number or letters.....

Port of registry.....

Gross tonnage.....

IMO Number .....

An anti-fouling system controlled under the Schedule to these Rules containing:

	Has not been applied during or after construction of this vessel	**Has been applied on this vessel previously, but has been removed by**	**Has been applied on this vessel previously, but has been covered with a sealer coat applied by**	**Has been applied on this vessel previously, but is not in the external coating layer of the hull or external parts or surfaces on**	**Was applied on this vessel prior to**

Organotin compounds which act as biocides	□	……. … *(insert name of the facility)* on ……. … *(dd/mm/yyyy)* □	……. *(insert name of the facility)* on ……. *(dd/mm/yyyy)* □	Not applicable	Not applicable
Cybutryne	□	……. … *(insert name of the facility)* on ……. … *(dd/mm/yyyy)* □	……. *(insert name of the facility)* on ……. *(dd/mm/yyyy)* □	1 January 2023 □	1 January 2023, but must be removed or covered with a sealer coat prior to …… …. *(dd/mm/yyyy)* □

"

THIS IS TO CERTIFY THAT:

1. the vessel has been surveyed in accordance with rule 5 of the Merchant Shipping (Control of Anti-Fouling System) Rules, 2026; and

2 the survey shows that the anti-fouling system on the vessel complies with the applicable requirements of Merchant Shipping (Control of Anti-Fouling System) Rules,2026

Issued at.....

(Place of issue of Certificate)

.....

(Date of issue) (Signature of authorized official issuing the Certificate)

Date of completion of the survey on which this certificate is issued: .....

RECORD OF ANTI-FOULING SYSTEMS

This Record shall be permanently attached to the Indian Anti-Fouling System Certificate.

Particulars of vessel

Name of vessel: .....

Distinctive number or letters: .....

IMO number: .....

Details of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used.....

.....

Date(s) of application of anti-fouling system(s).....

Name(s) of company(ies) and facility(ies)/location(s) where applied.....

.....

Name(s) of anti-fouling system manufacturer(s).....

Name(s) and colour(s) of anti-fouling system(s).....
.....
Active ingredient(s) and their Chemical Abstract Services Registry Number(s) (CAS number(s)) .....
.....
Type(s) of sealer coat, if applicable.....
.....
Name(s) and colour(s) of sealer coat applied, if applicable .....
.....
Date of application of sealer coat .....
THIS IS TO CERTIFY that this Record is correct in all respects.
Issued at..... *(Place of issue of Record)*

....
(Date of issue) *(Signature of authorised official issuing the Record)*

Endorsement of the Records

THIS IS TO CERTIFY that a survey required in accordance with rule 5 of the Merchant Shipping (Control of Anti-Fouling System) Rules, 2026 found that the vessel was in compliance with these Rules.

Details of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used.....
.....
Date(s) of application of anti-fouling system(s).....
Name(s) of company(ies) and facility(ies) location(s) where applied.....
.....
Name(s) of anti-fouling system(s) manufacturer(s).....
.....
Name(s) and colour(s) of anti-fouling system(s).....
.....
Active ingredient (s) and their Chemical Abstract Services Registry Number(s)(CAS number(s).....
.....
Type(s) of sealer coat, if applicable.....
.....
Name(s) and colour(s) of sealer coat applied, if applicable .....
.....
Date of application of sealer coat.....

Signed: .....
(Signature of authorised official issuing the Record)
Place: .....
Date:.....
(Seal or stamp of the authority)

FORM III

[*See* sub-rule (2) of rule 9]

MODEL FROM OF DECLARATION ON ANTI-FOULING SYSTEM WHILE ENGAGED IN INTERNATIONAL VOYAGE

DECLARATION ON ANTI-FOULING SYSTEM

Drawn up under the International Convention on the Control of Harmful Anti-Fouling Systems on Vessels.

Name of ship.....

Distinctive number or letters.....

Port of registry.....

Length.....

Gross tonnage.....

IMO number (if applicable) .....

I declare that the anti-fouling system used on this vessel complies with Annex 1 of the Convention.

....

(Date) (Signature of owner or owner's authorized agent)

Endorsement of anti-fouling system(s) applied Type(s) of anti-fouling systems(s) used and date(s) of application.....

.....

....

(Date) (Signature of owner or owner's authorized agent)

Type(s) of anti-fouling system(s) used and date(s) of application.....

.....

....

(Date) (Signature of owner or owner's authorized agent)

Type(s) of anti-fouling system(s) used and date(s) of application.....

.....

....

(Date) (Signature of owner or owner's authorized agent)

[F.No. SY-19014/198/2025-MG(iii)]

MUKESH MANGAL, Addl. Secy.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕುಸುಮ ಆರ್.ವಿ.)
ಸಹಾಯಕ ಪ್ರಾರೂಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-49

ಮುದ್ರಕರು ಹಾಗೂ ಪ್ರಕಾಶಕರು:– ಸಂಕಲನಾಧಿಕಾರಿಗಳು, ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ, ಸರ್ಕಾರಿ ಕೇಂದ್ರ ಮುದ್ರಣಾಲಯ, ಬೆಂಗಳೂರು–೫೯.

P S BASAVARAJU